

BUSINESS

# AIR TRANSPORTATION

VOL. 25, No. 4

October, 1954

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### **Air Freight Forwarders**

**Air Express International Corporation:** Fifty-pound minimum specific commodity rates on air shipments have been established by the company, according to an announcement by Charles L. Gallo, president. Gallo stated that the new tariffs enable companies to save as much as 33% on shipping costs. He said that the rates for minimum 50-pound shipments of certain commodities are lower than the airline rate applying to general commodities weighing more than 440 pounds. The AEI minimum is approximately half that generally required by the airlines.

**Emery Air Freight Corporation:** A new office—the 29th—has been opened in Louisville, Kentucky, under the direction of A. J. Mohr. It is located at Standiford Field.

Emery's Detroit operation has transferred to Willow Run Airport. J. J. Baum, assistant manager for operations, heads that office. No personnel changes were reported.

Net earnings for the first half of 1954 amounted to \$23,600, equivalent to 7¢ per share on the 331,350 shares of common stock outstanding. This compares with earnings of \$43,200 (13¢ per share) for the same period a year ago when 330,300 shares were outstanding. Revenue amounted to \$2,475,600, as against \$2,532,400 for the corresponding 1953 period.

**Belgian Air Brokers, S. A.:** Four Belgian firms—Agence Maritime de Keyser Thornton, Agence Maritime Herfurth & Company, Agence Maritime E. Sasse, and A. Meersbergen—have formed this new company. Offices are located at 24 Meir, Antwerp, but the main operation is at the National Airport at Melsbroek. The formation of Belgian Air Brokers follows the recent trend toward pooling, as reported in previous issues of AIR TRANSPORTATION. Pickup and delivery services, customs, etc., will be provided. J. E. Sasse is president.

### **International Air Transport Association**

With respect to air cargo, following is a summary of Director General Sir William P. Hildred's remarks in his annual report delivered to IATA's tenth annual general meeting:

While the airlines still derive 70% of their revenues from passengers, and will continue to rely on them for their main income, Sir William said that "we shall have to pay a very great deal of attention to the expansion of the cargo market and its more thorough, aggressive and progressive exploitation."

"The facts are clear," he told the meeting. "Passenger fares have now been reduced to the point where the carrier's margin is extremely small. Our compensation for carrying mail has been cut without a corresponding increase in volume from lower postage rates to the public. Our remaining hope for expansion, then, lies primarily in the cargo field."

He admitted that "there is no known and proven prescription for cargo expansion on a worldwide basis," but said that

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"the cargo rate structure needs careful examination, and I hope myself that we can find ways to reduce its level substantially."

"We cannot expect much improvement by going along as we have," he said. "We have reached the point where the prestige, as well as the economy, of the airlines is at stake. And if risk is involved, we can take comfort from the fact that we have taken equal risks in the passenger field and they have paid off."

IATA's five-year-old Consolidated Tariffs project has been discontinued and the six existing tariffs publications cancelled as of October 1. The decision was taken by the individual airlines participating in the project and on the recommendation of the IATA Tariffs Controlling Committee, which administered it as a self-supporting enterprise under IATA's general auspices. IATA said that the difficulty of finding a tariffs formula which would satisfy the needs of a large enough number of airlines, in the face of the complexity of international fares and rates and differing government requirements made discontinuance necessary. The project had been launched on an experimental basis in the hope that it could replace large numbers of individual tariffs publications by IATA members, as well as by other airlines, who took part as limited parties. Not all IATA members were able to join, and a number of those who did, withdrew during the past year.

### Foreign Airlines

Silver City Airways recently made 222 crossings of the English Channel between 8 a.m. and 8 p.m. of a single day. Landings and take-offs were one every 89 seconds. Up to this point, the airline's high mark for one day had been 180 ferry crossings.

### DESTINATION: JAPAN



The first of a 10,000-pound shipment of onion seeds to offset the effects of the recent flood-damaged onion crop is examined by Yaeko Miya, Japan Air Lines stewardess, and R. S. Besse, Jr., export manager, Ferry-Morse Seed Company. Consigned to Ataka & Company, Ltd., Osaka, the initial shipment flown by JAL represented slightly half of the total. The five tons of seeds are expected to produce 32,000 tons of onions.



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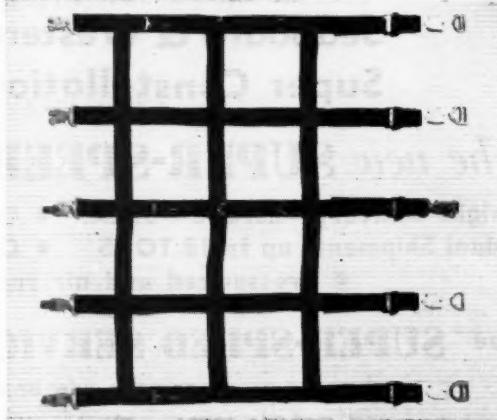
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**Competition for Silver City's hitherto exclusive cross-Channel car ferry service is being provided by Air Charter which opened a daily service between Southend and Calais last month. Flight time in each direction is 25 minutes. The carrier is operating three Bristol Freighters.**

**British European Airways** and KLM Royal Dutch Airlines will operate joint services between London and Amsterdam, beginning October 3. During the

first month seven flights a day will be operated, after which the frequency will drop to six a day. Next Summer, the flights will be increased to nine a day.

### Air Charters

From England comes word that after a very short leveling-off period, charter

activity is on the way up again. Predominant factor in this activity is the movement of ships' crews between many points in the Middle East, Far East, Australia, South Africa, India, Europe, Canada, and the United States. Although there have been a number of cargo flights, principally between Europe and the Middle East, such activity is described as "restricted" for the moment.

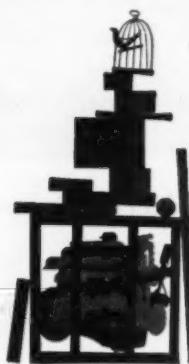
### Commercial Aircraft

The Douglas DC-7C, an enlarged model of the DC-7 series, has gone into production. The new transport, dubbed the *Seven Seas*, is longer by three feet, two feet taller, and has a 10-foot greater wing span. It will be able to fly nonstop such routes as New York-Rome (4,205 miles); Frankfurt-New York (3,845 miles); Lisbon-New York (3,360 miles); Tokyo-Seattle (4,793 miles). Cruising speed is 350 miles per hour with a full payload. Pan Am has ordered 15 planes of this model, the first six of which are scheduled to be delivered by June, 1956.

**Trans-Canada Air Lines** has purchased three additional Vickers *Viscounts* for delivery in March, 1956. It intends to buy four more for delivery a year later. The airline already has ordered 15 *Viscounts*, the first of which will be delivered late this month.

One hundred and seven new design features will be incorporated in Lockheed Aircraft's new line of *Super Constellations*. Designated the Model 1049 G, 12 have been ordered by KLM and Air

(Continued on Page 12)



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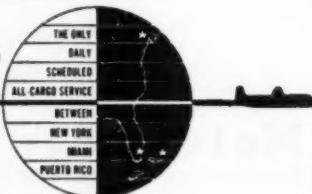
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VOL. 25

OCTOBER, 1954

No. 4

## Seaboard Receives Its Fleet of Super Connies

NEW YORK—With delivery spaced at two-week intervals, Seaboard & Western Airlines has begun to receive its brand new fleet of four *Super Constellation* air-freighters (see cover). The transatlantic air freight carrier is expected to have all its 300-mile-an-hour cargo planes by the time this reaches print.

Widely touted as the "largest and fastest commercial all-cargo aircraft in the world," each plane can airlift up to 18 tons. Seaboard said that its four *Super Connies*—they have been named the American Airtrader, Zurich Airtrader, Paris Airtrader, and Frankfurt Airtrader—will produce the same ton-mile-per-hour lift as a fleet of 13 DC-4s. A hundred miles an hour faster than the DC-4 with almost twice the take-off weight, the *Super Connie* boasts more than twice the cargo capacity of the plane it is succeeding on the North Atlantic route.

Main cargo compartment is 83 feet long. The floor is of extruded magnesium, the strongest and lightest ever built. Simultaneous loading and unloading are permitted by the extra-wide fore and aft cargo doors. Combined floor area of the main cargo compartment and the lower compartments is 1,032 square feet, or more than 5,500 cubic feet.

## Machines and Parts Tops Among UAL's Cargo Items

CHICAGO—At the head of the list of commodities hauled by United Air Lines during the January-August, 1954, period are machines and machine parts, according to word from R. L. Mangold, superintendent of cargo sales.

Behind machines and machine parts are: cut flowers, electrical equipment, wearing apparel, auto parts and accessories, printed matter, aircraft parts and accessories, film, nursery stock (the first time this has been on the Big 10 list), and live animals.

## Air France Named UAT Agent in 3 Countries

NEW YORK—Air France has taken over the general agency in the United States, Western Germany, and Switzerland for Union Aeromaritime de Transport, one of the top-ranking private airlines in France. UAL operates cargo and passenger services throughout the French Colonial Union and to South Africa.

## Nyrop Takes Over NWA Presidency

ST. PAUL—Donald W. Nyrop, former CAA administrator and chairman of the CAB, will take over his new duties as president of Northwest Orient Airlines on October 16. He succeeds Harold R. Harris who resigned last March.

A Washington attorney, he has served as Washington counsel for the Conference of Local Airlines since 1953. In 1946 and 1947 he represented the airlines of the United States and served as a member of the official United States delegation to the ICAO assemblies. During World War II he served with the ATC and was discharged from active duty as a lieutenant colonel. He was awarded the Legion of Merit.

## Riddle Elected Head Of Riddle Airlines

MIAMI—John Paul Riddle, founder of Riddle Airlines, has been elected president of the all-cargo carrier. W. R. Boyd, who has served as president for the past year, will serve as executive vice president and general manager.

Other officers confirmed by the board of directors are: Charles L. Hood, vice president-sales; Peter T. Craven, secretary-treasurer; William B. Thompson, vice president-Washington; Harry Weaver, vice president-New York; Orlando Torres, vice president-Puerto Rico; Jane B. Ramsey, assistant secretary; John G. McKay, Jr., and Thomas Eugene Lee, Jr., respectively legal counsel and assistant legal counsel.

## El Al Receives Loan of 2½ Million From Chase

NEW YORK—A \$2,500,000 loan from the Chase National Bank of New York will be utilized by El Al Israel Airlines to finance the recent purchase of a fourth *Constellation* and to consolidate the company's dollar position.

D. Galezer, the carrier's manager of finance and administration for the Americas, declared that El Al's "decision to purchase new aircraft had been temporarily delayed by the rapid developments in the aviation industry during recent weeks." He indicated that the Israeli airline currently is considering new-model transports announced by various manufacturers.

## TAG Asks President For Right of New Airlines To Compete for Overseas Trade

WASHINGTON—Transport Air Group, Inc., has asked President Dwight D. Eisenhower for free enterprise to be "given a chance to do the job" in providing competitive certified air transportation over the Atlantic and Pacific. L. R. Hackney, executive vice president of TAG, who addressed the President in a letter, urged him to "take another look now" at the current international air transportation picture.

"Two of our members," said Hackney, "have completed prolonged proceedings before the Civil Aeronautics Board demonstrating that the public convenience and necessity requires their services over the Atlantic and in the Pacific, and that they are fit, willing, and able to render these services without Government subsidy. These cases are now before you for final decision. We believe that the certification of these carriers is important to provide the airlift essential for national security. The Department of Defense has vigorously supported additional authorization in testimony before the CAB.

"It is ironic that Airwork, Ltd., the British non-subsidized airline, recently granted authority by the Civil Aeronautics Board to carry freight over the North Atlantic, had requested permission, during the CAB hearings, to stipulate into the record the exhibits of American applicants for all-freight certificates. Airwork contended that these exhibits ably demonstrated economic justification for such all-freight service, and that no further justification was necessary."

Hackney also stated that "the issue is whether international air transportation is to be preserved for the entrenched airlines, or whether new airlines with new ways of operating are to have the opportunity to compete for international markets." He stressed the fact that they asked for no subsidy, "merely for the right to compete."

TAG's member airlines are California Eastern Aviation, Flying Tiger-Slick Airlines, Seaboard & Western Airlines, and Transocean Air Lines. Hackney declared that TAG's members provided 85% of the commercial support of the Berlin Airlift.

## New BOAC Office

CHICAGO—A new office has been opened here by British Overseas Airways Corporation, located in the Mallers Building, 69 East Madison Street. It houses all local departments and supplants the office previously located at 37 South Wabash Avenue.

*An IATA official takes the reader behind the scenes of the international airlines organization's Agency Section and provides a comprehensive picture of the relationship between*

# IATA and Its Middlemen

By VLADIMIR DE BOURSAC

*Secretary, Traffic Conference 2, International Air Transport Association*

**I**N THE ROUTINE DESCRIPTION of what the IATA Traffic Conferences do, the phrase "and agency matters" usually follows the rest like the short tail on a long dachshund. From the point of view of administration, however, it is quite the other way round: the tail comes very close to wagging the dog.

While the airlines themselves, and many others as well, tend to think of the Conferences largely in terms of rates, fares and conditions of carriage, agency administration is of at least equal importance in the world airline industry's scheme of things. And in so far as the secretariat of the three Conference areas are concerned, more than half of their work load and a large part of their staff, accommodation and equipment is taken up with the day-to-day business of the IATA agency program.

The basic fact of the program is that by its provisions IATA enters into legal agreements on behalf of its seventy airlines with some thousands of other enterprises spread over almost every country on the globe. Once screened and approved by the IATA machinery, the agent executes but a single contract with the association and is eligible to do business on behalf of any member by virtue of a simple letter of appointment.

This makes the program unique in many ways. It is probably without parallel anywhere in the structure of international cooperation, for it implies the fact that an entire industry has delegated to its trade association the authority to select the middlemen through whose hands pass about half of its gross annual revenues.

It differs as well from the normal IATA secretarial function in that the



Vladimir de Boursac

work of the Agency Section is directed, for the most part, outside the membership of IATA, to passenger and cargo traffic agents; and in the fact that it is largely financed by the entrance and annual fees paid by those agents whom IATA has certificated.

## "Solid Foundation"

The Agency Section may not be a very "high level" part of IATA, but it is one of the solid foundations on which IATA rests. Nowhere in the association must more attention be paid to so many details; yet despite the routine nature of the work, the efficiency of a large part of the airlines' sales efforts and their relationships with their middlemen depend a very great deal on the kind of work done in the Agency Section.

The end product of the Agency Section's work each year—and the object for which it exists—is the List of Agents Eligible for Appointment by

IATA Members. It is the final expression of a whole chain of administrative procedures which arise from the basic agency resolutions of the Traffic Conferences and the vital ingredient without which these resolutions could not be applied in practice or could be easily circumvented.

Out of these committees and boards comes the first part of the administrative load of the agency program upon the secretariat of the IATA Conference offices. Up to a point, the work done for the Agency Committee, which meet twice a year, is like that performed for any IATA committee. The AIBs, however, are something special and extra and, while they are responsible to the committee, the work of keeping them running smoothly the year round devolves on the secretariat.

Because these boards have not before been described at any length, an outline of what they are and what they do may be appropriate here. They exist simply because the Agency Committee cannot know in detail the situations of the trade in all countries in which IATA members do business and must have on-the-ground advice from some representative airline body.

Accordingly, some 45 AIBs have now been organized—28 of them in the Conference 2 structure alone. Every IATA airline operating through the territory concerned appoints a member to the board. An AIB may be very busy, as in the United Kingdom, where the AIB has held 154 meetings to date, or only mildly so, as in the case of the West African AIB, which meets twice a year.

Normally, the chairman and secretary of an AIB come from the national airline of the country involved, but many of them have had to develop

(Continued on Page 16)



How the *Freighter* will look in flight. Note the outlined cargo door.

# Enter THE CONVAIR FREIGHTER

THE FIELD OF AIR FREIGHT has a brighter future than any other phase of commercial airline operations. Freight traffic today already is growing faster than passenger traffic, and the field still is virtually untapped. The airlines urgently need a plane designed for cargo because the volume of air freight is beginning to interfere with passenger comfort."

So spoke Convair's manager of domestic sales, R. J. Pfeiffer, in his introduction of the Convair *Freighter*, described as his company's answer to the problem. The new cargoplane, he

stated, "will carry more cargo for less expense than any twin-engine aircraft of comparable size now in use."

"The *Freighter*," said Pfeiffer, "is designed primarily for feeder line operation, supplementing long-haul cargo schedules."

A cargo version of the Model 340 passenger ship, it will be able to haul loads of up to 15,000 pounds over medium ranges at a cruising speed of 280 miles an hour. Top speed is 313 miles an hour. Its hydraulically operated door, hinged at the top, is 10 feet wide and six feet high. It is built into the

left side of the fuselage aft of the wing.

Interior of the fuselage will be fitted with an extruded magnesium cargo deck 51 feet, nine inches long, and eight feet, five inches wide. The unobstructed deck will be fitted with flush cargo tie-downs and stressed for 200 pounds per square foot.

Fiberglas paneling insulated with fiberglass batts against sound and temperature will line the cargo compartment to window-height. The entire fuselage will be air conditioned and pressurized for the handling of perishables.

**The Government of India has decided to renounce its air transport agreement with the United States. Here, an outstanding member of Congress discusses the situation and the probable effect of an ended pact. In the light of these facts . . .**

# Is India Wise?

By Hon. Carl Hinshaw

Representative from the State of California

THE INCREASE in the development of international commercial aviation has been so dynamic, and we tend to take it so much for granted, that sometimes we lose sight of many of the past, present, and future problems which are involved in the operation by American-flag airlines to all the countries of the world. Recently I was drawn up short by the announcement of the Government of India that it proposed to reject, effective January 17, 1955, an existing air transport agreement between the United States and India.

The renunciation of this agreement by the Indian Government impressed me with the importance of our international air operations, and with the shortsightedness of the Indian Government in its proposed rejection of existing reciprocal air rights between the Governments of India and our own United States.

I think it worthwhile to review briefly the history of United States experience with air transport agreements since, without them, our air commerce and that of other nations of the world would not have developed so rapidly.

Freedom of the air, as a concept, does not prevail in the international law of air transportation as freedom of the seas does in marine transportation. Ever since international aviation operations began, it has been necessary to negotiate bilateral or multilateral agreements between nations authorizing the aircraft of one nation to enter the airspace over another.

Prior to World War II, the commercial air transport operations of the world were conducted under painfully

negotiated bilateral agreements that were basically restrictive in their nature. A review of them now would indicate that the negotiators were then afraid of air transportation, and sought to restrict its scope rather than develop it.

The war was a great impetus to the development of international consciousness of the importance of air transportation. We, all of us, became aware that the world had shrunk and that no country was more than hours away from any other. Then came peace, and with it the realization that commerce by air was a world business. There was also an appreciation that a greater degree of international air travel was an important force for continued peace

in the world. From the very outset, the United States took the initiative in trying to negotiate agreements with other countries that would assure to all of us the freedom of the air, much as we had enjoyed for centuries the freedom of the seas.

We negotiated with many foreign countries but, at the outset, convinced just a few. In February of 1946, we concluded the Bermuda Agreement with the United Kingdom. The basis of that agreement was a mutual extension of what we have come to refer to as "the Five Freedoms of the Air." Here are what these freedoms mean to us and to those countries who have accepted them as a result of bargaining and negotiation:

► The privilege to fly across the territory of any other country without landing.

► The privilege to land anywhere for non-traffic purposes.

► The privilege to put down passengers, mail and cargo in that country when those passengers have been taken on in the United States.

► The privilege to take on passengers, mail and cargo for the United States in that country.

► The privilege to take on and put down in that country passengers, mail and cargo coming from or destined for a third country.

The Bermuda Agreement was entered into only between the United Kingdom and the United States and authorized air transportation operations between points within the territories of these two nations. It went beyond

(Continued on Page 22)



Hon. Carl Hinshaw

## COMMERCIAL AIRCRAFT

(Continued from Page 6)

France. This brings to 50 the number of G-type *Super Connies* ordered by commercial airlines. Among the foreign carriers scheduled to receive it are Lufthansa, Varig, Thai Airways, Transportes Aereos Portugueses, and Cubana. First airlines to fly the 1049 G will be Northwest and TWA—early next year.

### Military Aircraft

Fifty-three C-119G *Flying Boxcars* are being modernized under a new modi-

fication contract awarded to the Fairchild Aircraft Division by the Air Force. Many of the huge cargoplanes have been completed and reassigned.

The Navy's turbo-prop R7V-2, military personnel-cargo-evacuation version of the *Super Constellation*, flew for the first time last month. Capable of cruising at 440 miles an hour, the transport can haul loads of 16 tons across the United States in less than six hours. As a passenger ship, it will be able to fly 106 passengers overland and 96 overwater. According to C. L. Johnson, chief engineer at Lockheed's California Division, "airline operators are studying this plane to evaluate the advances due in civil travel when commercial models are ready for service."

The Air Force has purchased 33 Model 340 *Convair-Liners*. They will carry the military designation, C-131D.

The Boeing jet transport prototype, the *Stratoliner*, which recently made its maiden flight, has been flown to altitudes above 42,000 feet and speeds exceeding 550 miles per hour.

According to Strategic Air Command headquarters, the Fairchild C-119 is replacing the C-47 as a tactical unit support aircraft throughout the SAC. The *Flying Boxcars* will be used as cargo and personnel transports.

### Materials Handling

An all-day working conference on new concepts on the economics of integrating material handling to transportation from the management viewpoint has been announced by the Industry Service Committee of The Material Handling Institute. The parley, which is co-sponsored by the Chicago Association of Commerce and Industry, convenes at the Drake Hotel, Chicago, on October 20. Attendance will be limited to policy-making executives of the transportation and manufacturing industries in the Chicago area and will be by invitation only.

Four speakers will present monographs in the morning. The afternoon will be devoted to questions, arguments and a decision of the morning papers by the conferees and the speakers sitting as a panel under the leadership of Tom Nelson, of Rogers, Slade & Hill. The speakers are:

► M. L. Hurni, Management Consultation Division, General Electric Company. He will explore several approaches to the problem of evaluating overall material distribution efficiency.

► Frank E. Cummings, of Drake, Startzman, Sheahan & Barclay. He will develop several concepts on the coordination of freight traffic and material handling functions.

► R. C. Wachner, Lever Brothers Company. He will discuss the effect of new material handling equipment and concepts on transportation.

► J. C. Emery, president, Emery Air Freight Corporation. He will speak on how material distribution costs can be reduced through shipper-carrier cooperation and will cover all types of carriers—rail, truck, steamship, as well as air.

The luncheon speaker, W. F. Rockwell,



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Jr., president, Rockwell Manufacturing Company, will give the conferees a glimpse into the near future (1960) and suggest some of the problems management must deal with them in material distribution and how these problems might be solved.

**J. W. Ware**, general chairman of the Ninth National Industrial Packaging and Materials Handling Exposition, which took place last month in Chicago, gave this reason for the unusual amount of interest that was focused on the event: "Management has suddenly become aware of the necessity for treating packaging and materials handling as a major industrial function."

## Airports

Cargo traffic at the Port of New York Authority's four airports — Idlewild, La Guardia, Newark, and Teterboro — continues its upward climb. Latest report is that on an average day in 1953, the four airports handled 335 tons of freight and 90 tons of mail. A total of 121,857 tons of domestic and international freight and 32,322 tons of domestic and international mail was handled last year.

The airport at Stanleyville, Belgian Congo, has been opened for DC-6 landings and take-offs. Sabena has switched from Entebbe to Stanleyville.

The new airport facilities at Orly, France, have been inaugurated. Air France cooperated in the modernization program at the busy airport.

## Air Mail

Ten local service airlines last month started carrying regular 3¢ mail by air to more than 100 communities scattered through 23 states. The first-class and other preferential mail moved by air during this pilot test operation is carried on a space-available basis.

Service on this latest experiment in flying "surface mail," said Postmaster General Arthur E. Summerfield, "will fill gaps in territory covered by the previously authorized experiments with this service by trunk and feeder lines which was started on October 6, 1953.

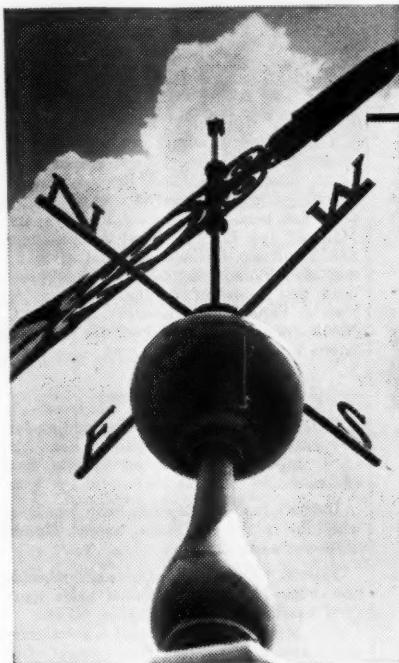
The airlines involved in this new service are: Allegheny, Mohawk, Lake Central, Ozark, Southern, Trans-Texas, Pioneer, Bonanza, West Coast, and Southwest.

United Air Lines has asked the Civil Aeronautics Board to extend the year-old experiment of shipping first class mail by air between Chicago and both Washington, D. C., and the New York-Newark area until December 31, 1955. During the experiment, United and other major carriers were authorized to carry first class mail on a space available basis between Chicago and the Atlantic Coast cities. In its petition, United said it would continue the service at 18.66¢ per ton-mile between New York and Chicago and 20.04¢ a ton-mile between Washington and Chicago, the rates originally proposed by the Post Office and which United currently is receiving under the experiment.

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**Northwest:** Orv C. Akre named Philippines sales manager, succeeding R. L. Dudley who has been reassigned.

**Riddle:** Thomas F. Skinner, Phillip W. Moore, and John Paul Riddle, new Executive Committee of the airline.

**United:** E. L. Dare appointed to the newly created post of superintendent of cargo development, and R. L. Mangold named superintendent of cargo sales. Dare has been with United for 23 years; Mangold for 12 . . . Paul A. Bissinger, San Francisco businessman and civic figure, and Robert E. Johnson, vice president and assistant to the president of United, named new directors . . . A. C. North appointed regional affairs representative in New England.

#### Foreign Airlines

**BOAC:** Sheikh Najob Alamuddin, former general manager of Middle East Airlines, appointed adviser on Middle East affairs.

**Iberia:** Jose M. Sanguista, who has been with Iberia for 15 years, named United States general manager.

**Japan:** Peter Ohtaki, ex-Northwest, now with JAL as commercial sales manager based in the Los Angeles office . . . Toshio Machino, international liaison manager, assigned to the Washington office . . . Louis Wong, ex-Philippine, now with JAL as representative in Hong Kong.

**Trans-Canada:** J. Michael Nelligan appointed public relations officer in Toronto.

#### Aircraft

**Hillier:** Brigadier General Pierpont M. Hamilton, USAF (Ret.) elected a member of the board.

**Martin:** Air Vice Marshal Alfred C. H. Sharp named to assist in the study and development of foreign markets.

**Vickers - Armstrongs:** Christopher Clarkson appointed representative in the United States, with offices in New York.

#### Equipment

**Clark Equipment Company:** L. A. DePolis named general sales manager of the Industrial Truck Division.

## BOAC and Capital Exchange Connies

**NEW YORK**—British Overseas Airways Corporation is turning over seven *Constellation* 049 aircraft to Capital Airlines in exchange for the latter's seven *Constellation* 749As. Included in the deal is a financial adjustment.

The exchange, which begins this month and will be completed by June, 1955, is being made for the purpose of standardizing the *Constellation* fleet of each carrier.

## Silver City Claims Widest Cargo Flown

**NEWCASTLE, ENGLAND**—A spare main engine turning wheel for a British tanker lying at Hamburg, recently was airlifted by Silver City Airways. Weighing more than a ton, it was said to be the widest unit of cargo ever taken aboard a plane—in this case, a Bristol *Freighter*. It could not be loaded straight across the hold. A special frame was built to carry the unit diagonally.

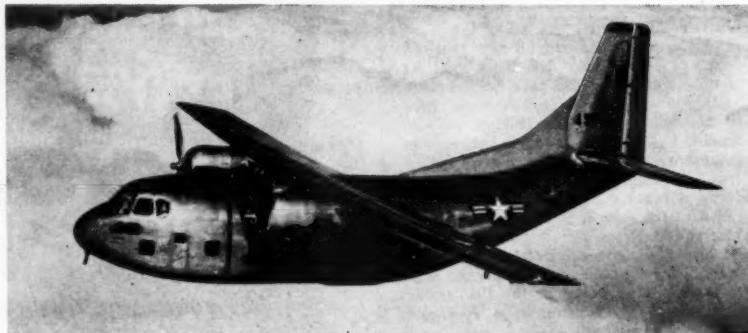
## Super Connies Are Accepted by Avianca

**NEW YORK**—Avianca has taken delivery of its three ordered *Super Constellations*. According to Juan Ucros, the Colombian airline's general representative for the United States, the new transports will permit Avianca to increase its deluxe service to Latin America to four flights a week.

## Air Shippers' Manual

The Eighth Edition of the *Air Shippers' Manual*—fully revised and up to date—will be off the press and in distribution next month. It will contain a number of significant changes and improvements.

## C-123B AVITRUC



Shown above is the C-123B Avitrus during its initial flight test. The production model assault transport, which the Fairchild Engine and Airplane Corporation modified, built, and flew only 11 months after receiving the Air Force contract, is in the 200-per-mile-an-hour class with a top speed of 240 miles per hour. It has a range of 850 statute miles with a payload of eight tons. The unobstructed cargo compartment area is 36 $\frac{2}{3}$  feet long, nine feet wide, and eight feet high, providing 3,400 cubic feet of space plus accessways on both sides. The rugged transport can operate in and out of hastily-prepared or unsurfaced fields in forward airhead areas.



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**2** The do's and don'ts of safe operation of industrial trucks. This is a booklet, prepared by an industrial truck manufacturer, which illustrates various unsafe practices. Thirty-one rules for effective, safe operation of trucks are pictured and/or discussed.

**3** A 12-page booklet describing and illustrating the line of Yale & Towne electric trucks, ranging in capacity from 1,000 to 100,000 pounds.

**4** An eight-page brochure describing and illustrating Yale & Towne's new G-52 series of gasoline fork lift trucks.

**5** Using Baker-Raulang's FT-40 40,000-pound capacity truck as a specimen, the anatomy of electric fork trucks is closely examined in an attractive, four-color book. A fine reference for executives concerned with the operation and maintenance of industrial fork lift trucks.

**6** Material Handling News, Clark Equipment's publication, which details problems encountered by companies and procedures used to make their materials handling methods more efficient.

**7** A handsome descriptive booklet covering every detail of the executive model of the de Havilland Dove. Well illustrated with photographs and maps.

**8** How colored and transparent Scotch brand acetate fibre and film tapes have been "engineered" for various industrial taping applications is shown in a new six-page folder. Contains 42 illustrations.

**9** The Hyster Company, manufacturer of material handling equipment, has produced catalog condensations in seven different languages—French, German, Italian, Norwegian, Portuguese, Spanish, and

Swedish. Interested readers should specify the language desired.

**10** A handsome illustrated booklet which describes the wide range of test equipment of Greer Hydraulics, Inc.

**11** An illustrated booklet describing the Piper Apache, four-passenger, twin-engined executive transport. Includes all details.

**12** Tape Moistening Requirements for Various Carton Surfaces, a technical bulletin for shippers.

(Concluded on Page 27)

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## IATA AND ITS MIDDLEMEN

(Continued from Page 9)

small part or full-time secretaries of their own. In the United Kingdom, France and Belgium, for example, AIB matters take virtually the full time of an employee of the national carrier. At Beirut, Cairo and Athens, the local AIBs share a full-time secretary with the respective local airline representatives panels. The AIB for Germany actually has its own full-time staff of three people.

Ideally, the existence of the list as a working tool of traffic, sales and accounts departments of member airlines ensures that members will work with agents who are financially sound, who are capable of creating new traffic and who adhere to established standards of ethical practice.

The list also ensures that members regard the agent as someone who works for the whole industry and do not compete for his services on an exclusive basis, to the detriment of other members, or at the cost of discrimination against other agents.

Finally, by having the list in hand, and by knowing with whom they can rely upon doing business according to the rules which they have set up and which governments have approved, the airlines have a vital measure of control over the manner in which a billion dollars' worth of business is done on their behalf each year.

The physical production of the list is another matter, which will be dealt with later, but its existence as the key-stone of agency administration deserves early emphasis.

The basic rules which determine

how an agent is to be placed on the IATA approved list—and on occasion, how he may be separated from it—are part of the complex of agency resolutions enacted by the IATA Traffic Conferences and made effective by government approvals.

In general terms, the agency program is supervised by the Agency Committees of the respective Conferences, who say "yea" or "nay" to applications, assisted by the 45 Agency Investigations Boards which can advise and recommend on the basis of familiarity with local situations in more than one hundred countries or other specific areas.

## AIB Functions

Governed by the detailed instructions laid down for them by their Agency Committees in published handbooks, the AIBs have had these functions:

► Consideration of new applications—they must make personal investigations of applicants, recommending approval to the Agency Committees where the results are satisfactory, and notifying the applicant where they are not.

► Withdrawal of approvals—they must periodically examine all agents in their areas to ensure that they are really productive, that they do comply with the IATA Sales Agency Agreement, and that they do not indulge in mal-practices.

► Maintenance, where required, of lists of sub-agents or correspondents with whom IATA-approved agents may split commissions.

► Notification to the Agency Committees of IATA-approved agents who may be acting as general sales agents of the non-IATA air carriers.

► Regular reporting to the Secretariat of changes in name, address or ownership involved when an agent's head office location becomes a branch of another IATA-approved agent, when a branch is sold to another IATA

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agent, or when a branch becomes an independent agency enterprise.

With the effectiveness of the Honolulu Traffic Conference resolutions this Spring, the AIBs have been further empowered to render an advisory opinion to an agent who desires to change the location of his business and to tell the agent whether it will recommend the new location for Agency Committee approval.

While they are not required to do so, the AIBs are beginning to develop as well into a means whereby member airlines can consult with one another in cases of delinquency or default by agents.

Given this machinery for recommendation and approval, it is the responsibility of the Conference secretaries and their Agency Sections to make certain that every application by an agent for IATA certification is properly submitted, processed, documented and put before the committees for final action, and to carry through whatever further steps are required. Out of this single sentence arises an almost infinite load of paper work and communication.

### The Process

The process begins when the agent asks IATA, an AIB, or a member airline for recognition. If he finds a sponsor for his cause is one or another IATA carrier, he is given the standard IATA agency questionnaire and asked to fill out its 22 sections. This puts on record the required data as to his establishment, his business record, his references and bona fides, etc.

This questionnaire must be supplemented by actual investigation by a representative of the AIB; and his report, together with all the written data submitted, goes to a formal meeting of the local AIB. If they decide to recommend approval, the file—application, documentation, recommendation and all—goes to the Conference office.

The real work of the secretariat begins here. The IATA office must check the file thoroughly to see that it is complete, that it has had proper AIB consideration and valid sponsorship. The minutes of the AIBs must be cross-checked—which can often require a good deal of correspondence—and the aspirant agent must be billed for his fee. Then the agent's name and the appropriate other information must be circulated to members in advance of the Agency Committee meeting so that they can make any further research they feel is needed before they are asked to vote upon him in Committee.

If the Agency Committee decides to approve the application, the IATA

office must take further action in two directions: it must inform the agent of the approval, send him the single agency agreement for signature and, if he wants it, provide him with an agency certificate; meanwhile, full data about him must be circulated to all members

and readied for inclusion in the next revision of the agency list.

Should an application be rejected, the aspirant and member airlines must be so informed, and the agent's fee refunded.

(Continued on Page 26)

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Basle, Switzerland	.96	.94	.89	.85	
Berlin, Germany	1.01	.99	.94	.90	
Bremen, Germany	1.00	.98	.93	.89	
Brussels, Belgium	.90	.88	.83	.79	
Copenhagen, Denmark	.97	.95	.90	.86	
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Frankfurt, a.M., Germany	.95	.93	.88	.84	
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Johannesburg, Un.of So.Africa	xx	xx	xx	1.49	1.000, 60000
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Stuttgart, Germany	.97	.96	.91	.87	
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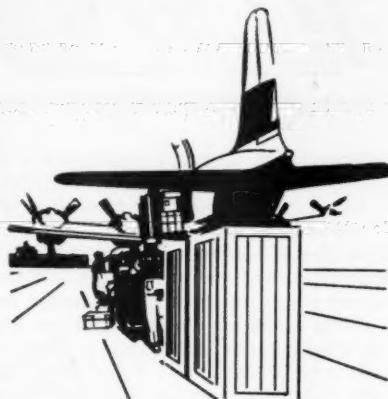
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Oslo, Norway	62.50	45.50
Paris, France	58.50	37.00
Rome, Italy	69.50	49.00
Stockholm, Sweden	63.00	46.50
Vienna, Austria	68.50	47.00
Zurich, Switzerland	62.00	43.50
Hong Kong, British Colony	125.00	99.00
Manila, Philippine Islands	125.00	99.00
Tokyo, Japan	125.00	99.00

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# BUSINESS FLIGHT

## Sabena's International Helicopters . . .

● Sabena's fabulous international helicopter operation has completed its first year with a record of nearly 18,000 passengers. Fernand J. Martens, the Belgian airline's United States manager, stated that Sabena officials "believe that four or five years from now, on distances of even less than 200 miles (the 200-mile radius of Brussels offers the densest population concentration in the world—72,000,000 people), we will be able to fly helicopters of an improved type, under much more economical conditions." While helicopter operations are still not out of the red, it is known that a sizable portion of the passengers brought by helicopter into Brussels would otherwise have been diverted to other airports and airlines. Fifteen percent of the helicopter passengers never flew before.

## Night Helicopter . . .

● Flying businessmen who have become familiar with the helicopter shuttle services of New York Airways may now ride the whirlybirds at night as well. NYA has become the first scheduled helicopter airline in the world to provide night flights. Pilots of the company logged more than 3,300 hours of test night flying before a special waiver from the Civil Aeronautics Administration was received. Every foot of the route scheduled for passenger operations was photographed for study.

## Panagra Trade Tour . . .

● Beginning October 8, Panagra will conduct a four-week trade tour for American businessmen interested in the opportunities presenting themselves in South America. The itinerary—12,000 miles of it—includes inspections of factories, plantations and ports, and parleys with top-ranking officials and businessmen in nine different countries. According to Edward G. Bern, vice president and sales manager of the airline, visits will be made to Panama, Ecuador, Peru, Bolivia, Chile, Argentina, Uruguay, Brazil and Colombia.

## NBAA Convention . . .

● Quite in the tradition of the great State of Texas, the National Business Aircraft Association's convention at the Hotel Adolphus in Dallas is being hailed in advance as "the biggest, the best, and the most." Some 400 business aircraft owners and pilots are anticipated. Forum discussions will deal with safety, research and development, business aircraft operations, air navigation, pilot proficiency and standards, business aircraft administration, weather services, communication, high density air traffic developments, etc.

## Independents' Safety Mark . . .

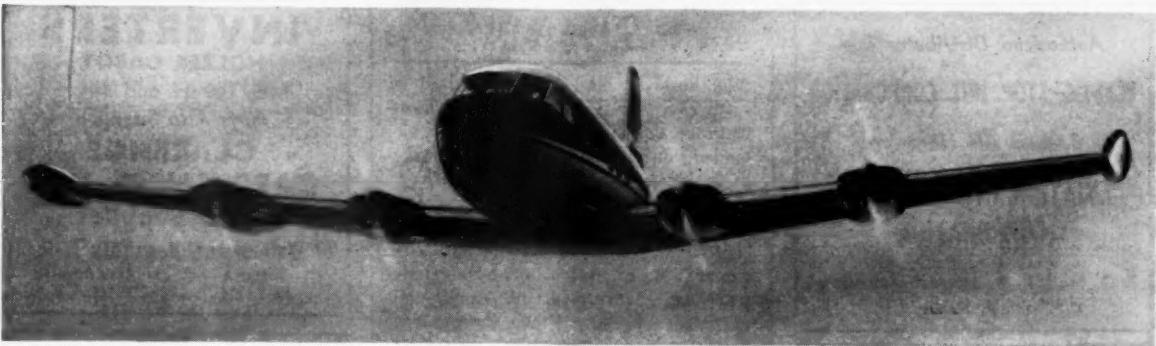
● The independent airlines have flown a full year without a single passenger or crew fatality. According to H. B. Johnston, president of the Aircoach Transport Association, more than half of the traffic of the 40 independents involved the airlifting of servicemen on military movements and furlough trips within the United States.

## Sea-Air Agreement . . .

● Japan Air Lines and American President Lines have concluded a sea-air agreement which makes possible a saving in fare on round trips made to Japan by a combination of sea voyage and flight. Baggage weighing up to 350 pounds may be shipped on the steamer portion of the trip free of charge.

## International Division . . .

● Export sales of Air Associates, Inc.'s products are being handled by the newly formed international division headed by August R. Tirburzi. The new division will market and sell products of all divisions through its foreign agents who represent most parts of the world. It will handle more than 2,000 different types of aviation supplies.



The Cessna 620, the prototype of which will fly early next year.

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The main cabin will seat eight to 10 passengers in comfort.

**B**OOSTED as "the first truly corporation transport designed as such," Cessna Aircraft Company's Model 620 is beyond the engineering and mockup stages and is expected to take to the air early in 1955.

The businessliner will be powered by four engines, fly at a speed of 250 miles an hour, and seat from eight to 10 passengers. It will be an all-weather aircraft, fully pressurized.

There are no immediate production and marketing plans for the 620. That will depend entirely on the results of a market survey which is expected to be completed within the next couple of months.

Said Cessna:

"The 620 is designed specifically to meet the needs of the flying executive of today and tomorrow, with safety and comfort considered the prime factors from the very conception of the airplane. With the belief that the potential user of the 620 will demand the same safety standards set by the airlines, it will be certified to offer the maximum in safety. It will offer—for the first time in the executive aircraft field—the reliability of four supercharged engines, pressurized cabin, and an operational altitude of over 18,000 feet to permit flying over the weather."

AiResearch Manufacturing Company has developed for the 620 a specially



designed gas turbine-powered air conditioning and pressurization unit, independent of the main power plants. The unit can be set to increase cabin pressurization automatically and gradually at any desired rate as the plane gains altitude; and it will heat and ventilate the ship in the air, and on the ground it will serve as an air conditioner.

The cabin has headroom for a six-footer, large picture windows, a buffet with an icebox and cold water, a large washroom with toilet facilities, semi-indirect lighting for each passenger station, and a pressurized baggage closet which is accessible in flight. The adjustable seats may be reversed or changed without tools—even in flight. Hassocks provide that extra touch of comfort. Anchored folding tables can be set up in a jiffy.

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### IS INDIA WISE?

(Continued from Page 11)

this, however, and also authorized a Fifth Freedom type of traffic, the most controversial of all traffic rights extended, since it permitted the carriage of traffic between points not only in the territories of our two nations, but also from and to a third country. The right to transport such traffic was recognized at an early date by our air transport operators as of utmost importance, because they recognized that, on long international routes, it would be absolutely essential to be able to pick up traffic in an intermediate country and move it to another intermediate country.

### Limitations

However, in granting these traffic rights, particularly the Fifth Freedom right, the Bermuda Agreement and others like it have included limitations on capacity. By that, I mean limitations on the amount of service that a particular airline may operate along a route. This restriction may seem odd, because traditions in the United States favor greater and greater air transport service and no community in this country ever thinks that it will receive too much service. However, these capacity limitations are contained in our bilateral agreements. They are general in nature, but they are carefully drawn with the objective of permitting an air carrier to meet the demands of existing traffic, to develop new traffic, and to take other action necessary and appropriate to maintain the economy of our international air operations.

We assumed that, following the consummation of the Bermuda Agreement, freedom of competition, and not restriction of competition, would characterize the air transport agreements that the United States would negotiate in the future. Our hopes were fulfilled in large part since, after the precedent set in the Bermuda Agreement, we were able to negotiate air transport agreements with other countries which included these principles. Today, the United States had concluded over 40 of these agreements, including one with India, all of them in the image of the Bermuda Agreement and each of them opening up, to an even greater extent, the opportunities implicit in a free exchange of air traffic rights between nations.

In each instance, the United States had given at least as much as it has received, and I should state quite frankly that I believe that we have given up, in each instance, a good deal more than we may have gotten in re-

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turn. But that is the basis of reciprocity and fair exchange, even though it can be freely acknowledged that more tourists originate in the United States, and a great number of American dollars fly with them into the nations of the world who need American tourism as a source of income. This is indeed a logical way in which to implement our international slogan of Trade Not Aid.

I said before that I thought the Government of India was shortsighted in renouncing this agreement. It seems to be completely at odds with the professions of cooperation by the leaders of that country. This renunciation seems to be at variance with the efforts of India to live in greater understanding with the other democracies of the free world.

The Government of India contends that the bilateral is being renounced because the traffic rights granted to American carriers under it are to the disadvantage of India's own air transport industry. The Indian Government maintains that the flow of traffic between the United States and India via intermediate countries is limited, and that air carrier capacity should be similarly limited.

To this I say that air transportation is no different from any other communication between peoples. Communication is limited only by such artificial barriers which may be erected and which are, accordingly, self-limiting. Therefore, our basic objection to this shift in position by the Government of India is that a cutback in international air service must result in substantial reduction in air communication between the two countries at the very time when we need to increase this communication and build good will. It is an arbitrary restriction of a very dangerous kind, and it is in contravention of the philosophy of freedom of

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air rights which we have both embraced in the past.

At the present time, Pan American World Airways and Trans World Airlines are operating a total of 10 flights a week into India. This is a minimum of service. There should be more. We believe stimulants to international communication of all kinds is good business—for ourselves and for the rest of the world.

Here in the United States, international communication, through trade and travel, has been the subject of great promotional efforts by the Randall Commission. President Eisenhower, in his foreign economic policy speech on March 30, emphasized the importance of international trade and travel to world peace. The International Civil Aviation Organization and the International Air Transport Association exist for the purpose of activating these intentions through the facilitation of international communication by air. Through the continuing efforts of these organizations, much of the red tape surrounding world commerce and travel has been removed.

### Bad Precedent

India's proposed restriction of air transportation would set a bad precedent for other nations of the world. It is a step backward and a dangerous one. In fact, since India announced her intention to terminate the bilateral agreement with the United States, other countries have demonstrated a similar tendency to restrictionism. A related danger lies in the fact that restrictionism in one sense can expand into a general attitude of exclusion and bring corresponding retaliation. This is international isolationism of the worst sort. And the world should know by now the evils which may result from this kind of isolationism.

Cutting back air service has a most adverse effect on world aviation, and on the development of a global network of air routes. Under a system of free enterprise operating in a highly competitive market, international carriers must have the right to carry Fifth Freedom traffic in order to support their long-line routes. For example, a United States international carrier flying from New York to Bombay would probably discharge some passengers in Paris, Geneva, Rome, Athens and other stations along the route. If the carrier could not fill the vacated seats at those points with new passengers—with Fifth Freedom passengers—the through traffic (the passengers going all the way to Bombay) would have to pay a very much higher fare. Without Fifth Freedom rights, the through traffic would then rarely justify the operation. Ac-

cordingly, scheduled flights, such as those to India, would have to be cut. This would mean, of course, that service to the intermediate points would also be reduced in number. This basic economic fact of international air transport was one of those firmly recognized in the Bermuda Agreement. The experience of all international carriers indicates that civil aviation—both national and international—will continue to improve only so long as the customer has the privilege of selecting the airline on which he will fly. This is true of every country with international flag carriers and not just of the United States.

While it is true that India's restrictionist attitude would seriously affect the progress of international air transportation as a whole, this attitude will prove especially harmful to her own interests. India has every reason to maintain close working relations with the countries with whom she has been traditionally friendly and with whom her future development lies. The United States is such a country. Since 1951, United States aid to India will have totalled about \$484,000,000 through the fiscal year ending June 30, 1955. Each American family, therefore, can be said to be contributing over \$10 out of the family purse to India's prospective development and in India's improving democratic way of life.

India is now a free and sovereign nation. Since its independence from Great Britain, it has made enormous strides in the direction of improving its economy and making itself felt as a force in the world community. The United States has contributed happily and freely to this development. As an example, India's trade with the United States has been growing steadily. Today United States-India trade volume is second only to India's trade with the United Kingdom. The United States purchased from India in 1953 more than \$228,000,000 worth of Indian merchandise.

### Friendship

The friendship which the United States has traditionally expressed toward India was demonstrated again recently when a special Ford Foundation team, at India's invitation, spent three months in that country studying opportunities for increasing Indian industrial production and employment. The Ford Foundation report stipulates that India is one of the largest potential consumer markets in the world. It states that, if fully developed in both cities and villages, the Indian domestic market could stimulate perhaps the greatest industrial revolution ever seen and make India one of the foremost

producing and consuming areas in the world. With such a potential, it must be to India's advantage that she keep open the avenues of trade and commerce with those countries which can absorb as well as stimulate her productive output.

The increase in interest, in the Far East, of tourists, especially from the United States, is another reason why India's own interests would appear to lie in developing the best communication facilities possible. Tourism to India has experienced substantial growth since World War II. 1953 showed an increase over 1951 of about 35% in the Indian tourist trade, and it is estimated that 1954 will register an increase of more than 50% over 1951.

Of the approximately 30,000 tourists traveling to India in 1953, about one-fourth were from the United States. These visitors spent nearly \$4,000,000 on goods and travel within India. This is significant in that one rupee earned out of the United States tourist dollar is worth 10 rupees earned locally. This is so because the United States dollar is worth more than the rupee on the world market.

### Expectations

American interest in India at the present time is small compared with expectations for the future. The excellent work being done by the Government of India Tourist Office in New York to acquaint Americans with what India has to offer is attracting American tourist interest to that land. Through that office, Americans are learning of India's rich cultural heritage and of her industrial and technical progress. They are learning that today India offers, to the traveler, hotel accommodations and modes of transportation almost on a par with their own. Today, 18 months since its inception, this office has grown from a small operation involving three persons to a flourishing enterprise with a staff of 12. It has become a member of the American Society of Travel Agents and is assisting the United States travel agent, the United States air carriers, and the individual United States tourist with extensive advice and information about India. All of this is salutary and worthwhile, but it will be dissipated effort unless supported by free exchange of persons between our two countries.

The international airlines of the United States have been cooperating with the Government of India in its efforts to encourage travel to India. Low cost tourist fares are making air travel to India increasingly attractive, as evidenced by the 10% increase in the

number of tourists in 1953 over 1952 flying from the United States to India and the expectation of an even further increase in 1954. Recently, non-stop tourist air service was inaugurated between Bombay and Cairo by an international carrier of the United States, reducing the air-travel time by 2½ hours between India and the United States. These tourist fares have been pioneered by United States airlines and have helped to lower the cost barrier which seriously affects the flow of tourist traffic.

The international airlines of the United States cooperate with India's tourist interests in other ways. They train their Indian employees in the United States. They cooperate with the Government of India in making India's tourist attractions better known in the States. As an example, United States flag-airlines are distributing "Go-India" tourist films on a coast-to-coast film hook-up. United States airline employees themselves are traveling to India in increasing numbers on their vacations.

In a general sense, India stands to benefit from the Delayed-Payment Plan recently inaugurated by Pan American World Airways and Trans World Airlines. Under this "pay later" arrangement, more than 90% of the tickets sold by Pan American during the first six weeks of operation represented new business. India's distance from the

United States suggests that many of our tourists who normally could not afford to include a visit to the "sub-continent" in their itineraries will now be inclined to do so "on credit." It is significant to note that, in addition to the basic travel costs, the financing under the "pay later" plan covers all-expense tours to the countries visited.

### A Contradiction

These, then, are some of the methods whereby tourists are being encouraged to travel to India. Yet, in view of India's proposal to cut back the means of transportation which makes these visits increasingly possible, tourist promotion to India becomes a glaring contradiction. What is the value of a program designed to stimulate tourists from the United States to travel to India, if a policy of restrictionism is pursued by the Indian Government? For example, the current Textile Centenary Exhibition in Bombay, which features such travel-inducing items as unique Indian embroidery, a scale model of the Taj Mahal and other evidences of India's achievement, is scheduled to be exhibited soon at important cities in the United States. Why does the Government of India send such exhibitions advertising the wonders of

India to the important cities of the United States on the one hand, and, then, on the other hand, place obstacles in the way of traveling to see them?

It must be obvious that, in terminating the bilateral air agreement with the United States, the Government of India denies the United States international airlines the ability to serve India—in terms of tourists and in terms of trade. But that is not all. Denied India, air service by flag carriers of the United States to a large segment of the world would be adversely affected.

Such a development would represent a severe blow to the progress of civil aviation. It would represent a step backward in the pioneering efforts of our international carriers to develop a strong network of world-wide air routes.

Undoubtedly, there will be further negotiations between the United States and India before the date on which India has indicated she will terminate the existing bilateral air transport agreement. Spokesmen for the United States in these negotiations must insist upon the position which we developed at Bermuda in 1946. This agreement adopted a philosophy of free exchange of air transport rights which, in the years since 1946, has been a tremendous stimulant in the development of inter-

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national air commerce. Our negotiators must impress the representatives of the Government of India with the anomaly of their position. The Government of India would call for a free exchange in all fields except in the field of air commerce on the grounds that the interests of India might be better served through more restricted air operations on the part of the airlines of the United States. This is a narrow approach. It is an approach which will limit rather than expand the growth of air commerce from the United States to India, along with the advantages which result from extensive tourism. Even more important is that unrestricted communication by air gives rise to an exchange of ideas which, ultimately, brings greater understanding.

The Government of India must realize that its decision to renounce its air transport agreement with the United States must not be taken in a vacuum. It should be reanalyzed in the light of all the relations that exist between the United States and India. It should be reassessed as part of a philosophy of mutual understanding and good will. The Government of India must appreciate that the rejection of this air agreement will not find favor in a country which has, since India attained her independence, been unselfish in its direct contributions to India's advance and in the many indirect benefits which result from a free exchange of people and ideas between our two democracies.

I am sure that, after considered consultation, India will realize that a continuation of the existing agreement is of vital importance to India, to the United States, and as an example to all the world. I feel somewhat optimistic that, on that basis, the Government of India will reconsider and recognize that there can be erected no artificial limitations on communication between democracies.

## IATA AND ITS MIDDLEMEN

(Continued from Page 17)

An agent may be dropped from the IATA Agency List for several reasons:

- At his own request.
- Because he is in default.
- Because he is unproductive.
- Because he has violated the Sales Agency Agreement.
- Because he no longer meets the stated IATA requirements.
- Because he has failed to pay his fees.

In every case, because the livelihood of a man or an enterprise is at stake, an agency cannot be dropped from the list except for good cause—and the

cause must be firmly established and documented. At the same time, particularly where default is concerned, the interests of members must be looked after with despatch, as well as with neatness.

While the IATA bonding scheme has been discontinued, its original default procedures continue in operation. If a member carrier finds that an agent fails to remit money collected by the due date, it notifies the Conference office so that all other members may be warned for their own protection. The defaulting agent is immediately put upon a cash basis and is asked to explain the circumstances of his failure to remit in proper time. His reply is put to the Agency Committee and if it is unsatisfactory, he is dropped from the list.

In cases involving lack of productivity, action is generally begun by the AIB. Several of these have set quotas for the amount of business which an agent should reasonably be expected to produce for all IATA members, and those who fail to meet it are formally warned of this fact by the secretary of the AIB. Should no improvement be shown, the fact is cited to the IATA Conference office, which asks the agent concerned to show cause why his IATA approval should not be withdrawn. His case, including his explanations, are then put to the Agency Committee for consideration and action. Cases of non-productivity have generally been taken up at committee meetings, but it is also possible to consider them by mail vote in cases where the AIB recommendation for withdrawal of approval is unanimous.

## Violations

Violation of Sales Agency Agreement has already been the cause for a number of cancellations, and may be an even more important factor now that the IATA Enforcement Office is permitted to examine agents' books. Whether the information comes from the AIB or from the Enforcement Office, however, the Conference office must see to it that any action against an offending agent is based on grounds which would stand the test of litigation in his own area.

Again, cancellation carries its own load of paper-work: particulars must be circulated to members, with an effectiveness date, the agent must be notified and, in some cases, given an explanation, and he must be required to return his certificate and sales agreement.

The procedures so far described cover passenger and cargo sales agents: there are two other parts of the list, dealing with general sales agents and with non-IATA carriers approved as

sales agents, in which each entry must go through an almost equally careful processing.

Any IATA member appointing a general sales agent must file with the IATA Conference office a copy of the agreement or such of its provisions as touch upon sales functions; this data must also be circulated to all other members and examined by the Agency Committee to make certain it conforms to the requirements of IATA Resolution 800.

A non-IATA carrier approved as a sales agent must undergo the same processing and requirements as an ordinary agent, except that he is not asked to complete the agency application form or to pay an agency fee.

## Agency List

Sooner or later, all of the information winnowed out of this process of application, examination and action finds its way into the IATA Agency List. The combined list for the three Conferences is an affair of five large binders taking almost two feet of shelf room. The Traffic Conference 2 list alone contains 622 pages, covering 30 countries in alphabetical order, and, by time the name, address, commission date, approval date, and agency and certificate numbers of each agent have been listed, the number of items included rises above 30,000. This in one Conference alone: by time all data is entered for the more than 12,000 head and branch offices of all IATA agents throughout the world, the global number of items runs above 75,000.

Because of the wide area covered by each list and the number of details which must be included, the list can often be out of date as soon as it issues. If an agent's address should change because the name of the street or his number in it has been altered, the Agency Agreement must be modified, the agent's file amended, a new addressograph plate cut, and all members notified without delay.

More important changes—such as a real change in location, or a change of title or of ownership—must be approved by the Agency Committee before the agent can count upon continuation of his approval, and a temporary notification of the change must be distributed to members pending investigation by the AIB and action by the committee. Certain of these changes in an agent's status may also entail sponsorship and this gives rise to yet further administrative work.

Major or minor changes arising out of normal business activity thus provide more grist for the secretarial mill, at an average rate of almost 600 cases per month. Those which flow from new

approvals or cancellations, of course, provide an additional burden.

For every item in the published list, there is an aggregation of other papers which must be accurately and systematically filed in the Conference offices. Records must be kept, not only of each approved agent and his progress through the approvals machinery, but also for each "dead" or cancelled approval as well, for an agent who has been dropped from the list may reapply or may press for reinstatement.

### Three Files

Actually, there are three files for most agents. Whether "live" or "dead," the archives hold his application, supporting documents, AIB inspection reports and recommendations, Agency Committee approvals, copies of the sales agreement with amendments, an accounts sheet covering the assessment and payment of fees, and correspondence with the agent and about him with the AIB.

Each "live" agent is also catalogued on a special cardex file through which the office can quickly refer to the principal data about him and which indicates as well the companies which have appointed him. And finally, each "live" agent is also an item in the central addressograph file.

Correspondence in an Agency Section is likely to be the more voluminous, rather than less, because the agent and the IATA office are most often far distant from one another. The number of letters which must be written in the course of a year runs into the thousands and, while most of them will be routine, they require considerable research in the file in order to deal with the host of specific questions which can arise in regard to an individual agent, his investigation, his billings, his adherence to the sales agreement and so on.

Agency administration is a year-round activity which culminates, but does not cease, with each Agency Committee meeting and the subsequent amendment of the lists. Thus, the preparations for sessions of the Agency Committees probably absorb more man hours of permanent IATA secretarial staff than any other activity in a Conference office, including even the Conferences themselves. Whereas it is possible to staff a Conference session to a large extent with temporary personnel recruited outside IATA, agency matters require a knowledge of complicated detail which can only be found in trained and experienced full-time staff. Moreover, the timing of the agency process is such that preparatory work

for one semi-annual Agency Committee meeting begins even before the preceding one has taken place.

At its present level of activity, agency administration occupies the full-time attention of 15 people in IATA, seven of them at Paris, the same number at New York and one at Singapore, backed up by a substantial part of the time of the respective Conference secretaries and their assistants and of the reproduction and mailing sections of the three offices.

While there is a current trend toward levelling off and even reduction in the number of passenger agents, who make up the bulk of the Agency List, it is unlikely that the workload of the Agency sections will decrease in the near future, and quite possible that it will actually grow substantially. In point of administrative fact, a cancellation causes more secretarial work than an approval, and the increasing concentration of the airlines on air cargo development should bring into the IATA mill an increased number of cargo agency applications.

Moreover, the Honolulu Conferences last Fall created a new section of the Agency List in Conferences 2 and 3 for consolidators and the routine approval of these new middlemen and the control of their rates and sub-agents will create a substantial additional workload. During the first few years of dealing with IATA-approved consolidators and their problems, it is likely as well that there will be a certain amount of amendment and change in arrangements to meet new circumstances.

### More Economical

If the cost of the agency programme is substantial—and may, indeed, become more so—it is still probably cheaper for the airlines and the agents alike than any alternative system. Its impact upon the cost of maintaining IATA is minimized by the fact that agency fees can be used to finance this activity. At the same time, the fee paid by any individual agent is small in comparison with what it would cost him to set up and maintain business relationships with each of the many individual carriers whom he may represent, and infinitesimal in comparison with the protection which he enjoys in those relationships as a result. Increases in the cost of the agency programme have most often come as the result of some improvement designed to simplify life for the agent himself; an outstanding example, of course, is the single agency agreement, which puts a greater burden on the ATA machinery, but provides a very substantial

easement for the agent, to say nothing of the airline.

Nevertheless, the fact that the money involved in agency administration does not come from IATA or the airlines places a large additional responsibility on the Agency Section. IATA's ordinary expenditures are carefully scrutinized by the Treasury, by outside auditors and by 70 member airlines. Where agency expenditures are concerned, the disbursing officer must feel that not only these, but thousands of agents as well are looking over his shoulder.

There are other reasons as well why the Agency Section must be as efficient as possible in its over-all aspects, but as meticulous as possible in its attention to details. The Agency Section is the part of IATA which stands squarely in the middle: on the one hand are the members of IATA, for whom it is the trustee of very great commercial considerations; on the other, it is equally responsible to the agent who foots the bill and whose own livelihood may be at stake in the process. And just over the horizon are always the governments, on whose approval the whole structure depends. \* \* \*

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### COME 'N' GET IT

(Continued from Page 15)

**13** *Tape Applications—Building Strength from Weakness*, a technical bulletin which should be of interest to all those whose business is the handling and shipping of packages.

**14** *Parcel Post Wrap*, another technical bulletin of interest to shippers.

**15** A unique Currency Converter which enables the air traveler to translate into familiar American money the franc, pounds, marks, kroner, drachmas, escudos, and others of 20 countries in Europe and the Middle East.

**16** An illustrated catalog which describes the various Harley air cargo tie-down equipment. Only airline men need write for this item.

**17** Samples of addressing and mailing labels. Shippers and traffic men will be interested in seeing these.

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## BOOKS

**The Next Fifty Years of Flight**, as visualized by Bernt Balchen and told to Erik Bergaust (Harper & Brothers; 214 pages; \$3.00) gives us more than just a glimpse of what to expect before the year 2000 rolls around: noiseless aircraft, convertiplanes; fantastic transport speeds; etc. As one of the world's greatest airmen, Balchen is well qualified to tell his story. Bergaust is a well-known aviation writer... The vivid story of the United States Marines' combat helicopters is well told in Lynn Montross' **Cavalry of the Sky** (Harper & Brothers; 270 pages; \$3.00). Not only does it make good reading, it's an excellent reference work... The name of the legless Douglas Bader is not unknown to newspaper readers. His exploits have excited many—and so will Paul Brickhill's book, **Ranch for the Sky** (W. W. Norton & Company; 312 pages; \$3.75). Excellent reading.

# AIR SHIPPING

[REG. U. S. PAT. OFF.]

## International Airline Cargo Rates (including U. S. possessions and territories)

Air cargo rates quoted in this section refer only to points served direct by carriers, or by transhipment aboard aircraft of the same company. Interline agreements among most carriers enable shippers to route their packages via connecting airlines to nearly every part of the world. Rates are based on prevailing tariffs, airport to airport (see note).

Shipments are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

Air carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

### AIRPORT SYMBOLS

ACG—Anchorage	MEX—Mexico City
BAL—Baltimore	MIAMI—Miami
BGR—Bangor, Me.	MKE—Milwaukee
BUJ—Beaumont, Tex.	MSP—Minneapolis-St. Paul
BOS—Boston	MOB—Mobile
BRO—Brownsville, Tex.	VML—Montreal
BTY—Burlington, Vt.	MSY—New Orleans
CHS—Charleston, S. C.	LGA—New York (La Guardia)
CHI—Chicago	IDL—New York (Idlewild)
CLE—Cleveland	EWR—Newark
CRP—Corpus Christi, Tex.	ORF—Norfolk
CTB—Cut Bank, Mont.	NLD—Nuevo Laredo, Mex.
DAL—Dallas	OAK—Oakland, Calif.
DEN—Denver	OMA—Omaha, Neb.
DLH—Duluth	PUK—Paducah, Ky.
ELD—El Dorado, Ark.	PIA—Pittsburgh, Ill.
ELP—El Paso	PHL—Philadelphia
EVV—Evansville, Ind.	PIT—Pittsburgh
FWA—Fort Wayne, Ind.	PDX—Portland, Ore.
FTW—Fort Worth	PVD—Providence
GFK—Grand Forks, N. D.	YOY—Sydney, N. S.
GRW—Greenwood, Miss.	STL—St. Louis
BDL—Hartford	PIE—St. Petersburg
HAV—Havana	SLC—Salt Lake City
HOT—Hot Springs, Ark.	SAT—San Antonio
HOU—Houston	SFO—San Francisco
HNL—Honolulu	SAV—Savannah
IND—Indianapolis	SEA—Seattle
JAN—Jackson, Miss.	SHV—Shreveport, La.
JAX—Jacksonville	QEO—Spokane, Wash.
MKC—Kansas City, Mo.	SGF—Springfield, Mo.
KIN—Kingston, Jam.	TPA—Tampa
LRD—Laredo	HUF—Terre Haute, Ind.
LIT—Little Rock, Ark.	TOL—Toledo, Ohio
LAX—Los Angeles	YTO—Toronto, Ont.
MEM—Memphis	YVR—Vancouver B. C.
	DCA—Washington D. C.

### AIRLINE SYMBOLS

A—American Airlines
AE—Avianca Ecuadoriana
AF—Air France
AL—Aerolineas Argentinas
AS—Aerovias Sud Americana
AV—Avianca
B—Braniff International Airways
BO—British Overseas Airways Corp.
C—Colonial Airlines
DC—Delta-C. & S. Air Lines
E—Eastern Air Lines

EA—Expreso Aero Interamericano
EL—El Al (Israel Airlines)
K—KLM Royal Dutch Airlines
L—Lineas Aereas Mexicanas (LAMSA)
LA—Lineas Aereas Costarricenses (LACSA)
LI—Linee Aeree Italiane (Italian Airlines)
LV—Lineas Aereas Venezolanas
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and Panagra
R—Riddle Aviation Co.
S—Sabena Belgian Airlines
SS—Scandinavian Airlines System
SW—Seaboard & Western Airlines
SR—Swissair
T—Trans-Canada Air Lines
TA—TACA International Airlines
TL—Transoceanic Air Lines
TN—TAN Airlines
TW—Trans World Airlines
U—United Air Lines
W—Western Air Lines

### SPECIAL NOTES

**COMMODITY RATES:** Apply to airlines.

**TRANSATLANTIC FREIGHT VIA IATA CARRIERS**  
There are rate breaks at 100 pounds and 440 pounds.

**FREIGHT OVER 1,000 POUNDS**—Apply to airline for rates.

**AF:** Valuation charge is applicable only on shipments equal to or more than \$7.48 per pound.

**K:** Valuation charge is only on shipments with a declared value in excess of \$7.48 per lb.

**L:** Shipments of less than 22 lbs. are sent air express.

**P:** Valuation charge is only on shipments with a declared value in excess of \$7.48 per lb.

**T:** More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

**TC:** Cheaper "deferred" rate available. Contact airline direct.

### RATE SYMBOLS

\* This involves onward carriage by another airline.

\*\* Per \$100 (Canadian Currency) value, pro-rata.

† Minimum charge for this shipment is that for 25 lbs.

‡ Rate of 25 lbs. or less.

§ Minimum weight 50 lbs.

¶ Per hundredweight.

† Minimum charge per shipment \$3.00.

\*\* Minimum charge per shipment \$4.00.

†† Minimum charge per shipment \$7.00.

‡‡ Minimum charge per shipment \$8.00.

df Daily freighter service.

tm Truck to Miami.

c Canadian Currency.

Destination	Airport and Airline	RATES (See Notes)		
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value
Abidjan, Ivory Coast	IDL AF	1.73 .30 .25	T, Th, Sa	
	BOS AF	1.73 .32 .25	F	
	CHI AF	1.84 .30 .25	T, Sa	
	YML AF	1.74 .31 .25	T, Sa	
Abo, Finland	IDL SR	1.33 1.00 .25	Dly	
Accra, Br. Gold Coast	IDL P	1.73 1.30 .25	Sa, Th	
	BOS P	1.75 1.32 .25	Th	
	IDL BO	1.75 1.32 .25	Th, Sa	
	BOS BO	1.75 1.34 .25	Dly	
	IDL AF	1.75 1.34 .25	W	
	BOS AF	1.76 1.32 .25	F	
	CHI AF	1.84 .34 .25	Dly	
	YML AF	1.74 .31 .25	Dly	
Addis Ababa, Ethiopia	IDL BO	2.22 1.67 .25	Dly	
	BOS BO	2.20 1.65 .25	Th, Sa	
	IDL SR	2.22 1.67 .25	Dly except M	
Aden, Aden	IDL BO	2.22 1.67 .25	Dly	
	BOS BO	2.10 1.64 .25	Th, Sa	
Ahmedabad, India	IDL BO	2.41 1.81 .25	Dly	
Ajaccio, Corsica	IDL AF	1.28 .96 .20	Sa	
	BOS AF	1.26 .95 .20	F	
	CHI AF	1.34 1.01 .25	Dly	
	YML AF	1.24 .93 .25	Dly	
Albertville, Belgian Congo	IDL S	2.19 1.64 .25	W, Th	
Alexandria, Egypt	IDL LI	1.64 1.23 .25	W	

Destination	Airport and Airline	RATES (See Notes)		
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value
Algiers, Algeria	IDL TW	1.34 1.00 .25	T	
	IDL AF	1.34 1.00 .25	Dly	
	BOS AF	1.32 .99 .25	F	
	CHI AF	1.40 1.06 .25		
	YML AF	1.30 .97 .25		
	BOS TW	1.32 .99 .25	T	
	CHI TW	1.40 1.06 .25	T	
	PHL TW	1.35 1.02 .25	T	
	MKC TW	1.46 1.11 .25	T	
	LAX TW	1.61 1.26 .25	M	
	IDL BO	1.34 1.00 .25		
	BOS BO	1.32 .99 .25		
	CHI AF	1.75 1.31 .25	Sa	
	YML AF	1.74 1.31 .25	Dly	
Aleppo, Syria	IDL AF	1.76 1.32 .25	T, Th, Sa	
	BOS AF	1.75 1.31 .25	Sa	
Amman, Trans Jordan	IDL BO	1.75 1.32 .25		
	BOS BO	1.74 1.30 .25		
	CHI AF	1.75 1.31 .25		
	YML AF	1.74 1.31 .25		
Amsterdam, Neth.	IDL S	1.17 .88 .20	Dly	
	IDL BO	1.17 .88 .20	Dly	
	BOS BO	1.15 .86 .20	Th, Sa	
	MIA AF	1.28 .95 .20	W, Sa	
	IDL P	1.17 .88 .20	T, W	
	BOS P	1.15 .86 .20		
	IDL SS	1.17 .88 .20		
	MSY P	.45 .34 .20	Dly except W	
	HOU P	.48 .36 .20	Dly	
	BRO P	.48 .36 .20	M, W, F	
	LAX P	.61 .46 .25	M, F	
	CRP B	.51 .39 .25	Dly except W	
	DAL B	.48 .37 .25	Dly except W	
	FTW B	.48 .37 .25	Dly except W	
	HOV B	.48 .37 .25	Dly except W	
	LRD B	.55 .41 .25	Dly except W	
	MIA B	.39 .30 .25	Dly except W	
	SAT B	.15 .39 .25	Dly except W	
Auckland, N. Z.	IDL P	2.03 1.52 .20	Sa, Th	
	SPO P	2.03 1.52 .20	Sa, Th	
	PDX P	2.03 1.52 .20	Sa, Th	
	SEA P	2.03 1.52 .20	Sa, Th	
	BOS BO	3.89 2.92 .25	Th, Sa	
	IDL BO	3.91 2.93 .25	Dly	
	BOS BO	1.91 1.45 .25	Dly	
	IDL K	1.89 1.42 .20	Sa, Th, Su	
	YML K	1.85 1.39 .25	M, T, F	
	IDL EL	1.61 1.21 .25	Sa, Th	
	IDL SS	1.61 1.21 .25	Dly	
	IDL TW	1.61 1.21 .25	Dly except Th	
	CHI TW	1.67 1.27 .25	Dly except M	
	PHL TW	1.62 1.22 .25	Dly except M	
	MKC TW	1.72 1.32 .25	Dly except M	
	LAX TW	1.88 1.46 .25	Dly except Su	
	IDL S	1.61 1.21 .25	M, Th	
	IDL SR	1.61 1.21 .25	Dly except M	
	IDL SW	1.28 1.03 .20		
	LAX P	2.03 1.52 .20	Sa, Th	
	SPO P	2.03 1.52 .20	Sa, Th	
	PDX P	2.03 1.52 .20	Sa, Th	
	SEA P	2.03 1.52 .20	Sa, Th	
	BOS BO	3.89 2.92 .25	Th, Sa	
	IDL BO	3.91 2.93 .25	Dly	
	BOS BO	1.91 1.45 .25	Dly	
	IDL K	1.89 1.42 .20	Sa, Th, Su	
	YML K	1.85 1.39 .25	M, T, F	
	IDL SR	1.93 1.45 .25	Dly except M	
Bahia, Brazil (See San Salvador)	IDL BO	2.04 1.53 .25	Dly	
Bahrain, Arabia	IDL BO	2.04 1.53 .25	Dly	
	BOS BO	1.98 1.48 .25	W, Sa	
	IDL SR	2.04 1.53 .25	Dly except M	
Bakwanga, Bel. Con.	IDL S	2.34 1.75 .25	M, Th	
Balboa, Canal Zone	MIA P	.39 .29 .15	Dly	
	MSY P	.45 .34 .15	Dly except W	
	HOU P	.48 .36 .15	Dly	
	BRO P	.48 .36 .15	M, W, F	
	LAX P	.61 .46 .15	Dly except Su	
	BRO B	.48 .37 .15	Dly except W	
	CRP B	.51 .39 .15	Dly except W	
	DAL B	.48 .37 .15	Dly except W	
	FTW B	.48 .37 .15	Dly except W	
	HOV B	.48 .37 .15	Dly except W	
	LRD B	.55 .41 .15	Dly except W	
	MIA B	.39 .30 .15	Dly except W	
	SAT B	.15 .39 .15	Dly except W	
Auckland, N. Z.	IDL P	2.03 1.52 .20	Sa, Th	
	SPO P	2.03 1.52 .20	Sa, Th	
	PDX P	2.03 1.52 .20	Sa, Th	
	SEA P	2.03 1.52 .20	Sa, Th	
	BOS BO	3.89 2.92 .25	Th, Sa	
	IDL BO	3.91 2.93 .25	Dly	
	BOS BO	1.91 1.45 .25	Dly	
	IDL K	1.89 1.42 .20	Sa, Th, Su	
	YML K	1.85 1.39 .25	M, T, F	
	IDL SR	1.93 1.45 .25	Dly except M	

## INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)										RATES (See Note)										RATES (See Note)									
Destination	Airport and Airline	Per Lb. der 100 Lbs.	Per Lb. Over 100 Lbs.	Per \$100	Depart	Destination	Airport and Airline	Per Lb. der 100 Lbs.	Per Lb. Over 100 Lbs.	Per \$100	Depart	Destination	Airport and Airline	Per Lb. der 100 Lbs.	Per Lb. Over 100 Lbs.	Per \$100	Value	Depart											
Bamako, Fr. W. Afr.	IDL AF	1.78	1.34	.25	Su,T,Sa	Belgrade, Yugoslavia	IDL SR	1.52	1.14	.25	Dly except M	Buenos Aires (Cont.)	FTW B	1.60	1.20	.20	M,F												
"	BOS AF	1.76	1.32	.25	F	"	IDL BO	1.52	1.14	.25	Dly	"	JOU B	1.56	1.17	.20	M,F												
"	CHI AF	1.84	1.39	.25		"	BOS BO	1.50	1.12	.25	Th,Sa	"	LRD B	1.61	1.22	.20	M,F												
"	YML AF	1.74	1.31	.25		"	MSY TA	.33	.17		F,T	"	MIA B	1.47	1.11	.20	M,F												
Bangkok, Siam	IDL SS	3.01	2.25	.35	M,T,Th	"	MEX TA	.33	.24		F,T	"	SAT B	1.56	1.17	.20	M,F												
"	PDX P	2.77	2.08	.35	M,Sa	"	IDL BO	.63	.45		F,Sa,Su	"	IDL S	2.09	1.58	.25	Dly												
"	SEA P	2.77	2.08	.35	M,Sa	"	MIA BO	.53	.40		W,Sa	"	IDL BO	2.09	1.57	.20	Dly												
"	LAX P	2.77	2.08	.35	M,W	"	PIE AS	.25	.14		Dly	"	S. Rhodesia	MIA BO	2.15	1.62	.20	W,Sa											
"	BOS P	2.99	2.25	.35	M,T,Th,T	"	MSY P	1.44	1.44	.20	T,Th,Sa	"	BOS BO	2.07	1.55	.20	Th,Sa												
"	SFO P	2.77	2.08	.35	M,F,Sa	"	HOU P	1.77	1.77	.20	M,F	"	Cagliari, Italy	IDL LI	1.46	1.09	.25	Dly except Su											
"	IDL SS	3.01	2.25	.35	M,F,Sa	"	BRO P	1.69	1.69	.20	T,Th	"	Caibarien, Cuba	MIA P	1.14	.11	.07	Dly											
"	BOS AF	2.86	2.15	.25	Sa	"	LAX P	1.99	1.99	.20	M,W,F	"	Cairo, Egypt	IDL S	1.75	1.32	.25	M,Th											
"	CHI AF	2.92	2.20	.25	F	"	IDL BO	1.86	1.02	.25	Dly	"	IDL BO	1.75	1.32	.25	Dly												
"	YML AF	2.82	2.12	.25		"	IDL BO	1.31	.98	.25	Dly	"	MIA BO	1.84	1.39	.25	W,Sa												
"	IDL BO	2.86	2.15	.33	Dly	"	IDL AF	1.31	.98	.25	Dly	"	BOS BO	1.74	1.30	.25	Th,Sa												
"	BOS BO	2.84	2.13	.33	Th,Sa	"	IDL AF	1.29	.97	.25	W,Sa	"	CHI AF	1.81	1.37	.23	F												
"	IDL K	3.01	2.25	.33	M,T,Th,F	"	IDL SR	1.31	.98	.25	Dly except M	"	YML AF	1.71	1.29	.25													
"	YML K	2.74	2.05	.27		"	YML AF	1.26	.95	.25		"	IDL LI	1.72	1.29	.25	F												
"	IDL SR	2.86	2.15	.25	Dly except M	"	YML AF	1.26	.95	.25		"	IDL K	1.72	1.29	.25	T,W,F,Su												
Banqui, Fr. Eq. Afr.	IDL S	2.03	1.52	.25		"	YML K	1.68	1.25	.25		"	YML K	1.68	1.25	.25	T,Th,F												
"	IDL AF	2.09	1.57	.25	Sa	"	IDL P	1.30	.98	.25	Dly	"	IDL SS	1.75	1.32	.25	M,W,Sa												
"	BOS AF	2.07	1.55	.25	F	"	YML P	1.44	1.44	.20	T,Th,Sa	"	IDL TW	1.75	1.32	.25	Dly												
"	CHI AF	2.15	1.62	.25		"	YML P	1.31	.98	.25	Dly	"	CHU TW	1.81	1.37	.23													
"	YML AF	2.05	1.54	.25		"	YML T	.20	.15	.10	Dly	"	LAX TW	2.02	.57	.25	Dly												
Banville, Bel. Con.	IDL S	2.18	1.64	.25	W,Sa	"	YML T	.25	.19	.05	Su,W	"	PHL TW	1.76	1.33	.25	Dly												
Baracoa, Cuba	MIA P	.18	.14	.07		"	YTO T*	.25	.19	.05	Su,W	"	MKC TW	1.87	1.43	.25	Dly												
Barbados, B.W.I.	IDL BO	.44	.33	.15	Dly	"	YTO T*	.25	.19	.05	Su,W	"	IDL SW	1.75	1.32	.25	Dly except M												
"	MIA BO	.33	.23	.15	W,Sa	"	YTO T*	.25	.19	.05	Su,W	"	IDL P	3.28	2.46	.20	T,Th												
Barcelona, Spain	IDL AF	1.27	.95	.25	Su,T,F	"	YTO T*	.25	.19	.05	Su,W	"	PDX P	3.04	2.28	.20	M,W												
"	BOS AF	1.25	.94	.25		"	YTO T*	.25	.19	.05	Su,W	"	SEA P	3.04	2.28	.20	M,W												
"	CHI AF	1.33	1.01	.25		"	YTO T*	.25	.19	.05	Su,W	"	SFO P	3.04	2.28	.20	M,W												
"	YML AF	2.03	1.54	.25		"	YTO T*	.25	.19	.05	Su,W	"	LAX P	3.04	2.28	.20	M,W												
Bermeja, Col.	IDL AF	1.27	.95	.25	Th,F,Sa,Su	"	YTO T*	.25	.19	.05	Su,W	"	IDL P	2.56	1.92	.20	T												
"	IDL BO	1.27	.95	.25		"	YTO T*	.25	.19	.05	Su,W	"	IDL K	3.28	2.46	.20	W,F,Su												
"	BOS BO	1.25	.94	.25	Th,Sa	"	YTO T*	.25	.19	.05	Su,W	"	YML K	3.28	2.46	.20	F												
"	IDL K	1.27	.95	.25	u,F,Sa,W	"	YTO T*	.25	.19	.05	Su,W	"	IDL BO	2.56	1.92	.20	W,Su												
Barcelona, Venezuela	MIA K	.41	.31	.15	W,F,M	"	YTO T*	.25	.19	.05	Su,W	"	IDL AF	2.56	1.92	.25	M,T,Sa												
"	YML K	.56	.42	.15	W,F,M	"	YTO T*	.25	.19	.05	Su,W	"	BOS AF	2.55	1.91	.25	F												
"	IDL K	.51	.35	.15	W,F,M	"	YTO T*	.25	.19	.05	Su,W	"	CHI AF	2.62	1.93	.25													
"	CHI DC	.52	.35	.15	Dly	"	YML AF	2.05	.54	.25		"	YML AF	2.52	1.89	.25	Dly except M												
"	YIP DC	.52	.35	.15	Dly	"	YML AF	2.05	.54	.25		"	IDL SR	2.56	1.92	.25	Dly												
"	HOU DC	.49	.34	.15	Dly	"	YML AF	2.05	.54	.25		"	Calcutta, India	IDL P	3.28	2.46	.20	T,Th											
"	MEM DC	.49	.32	.15	Dly	"	YML AF	2.05	.54	.25		"	BOS P	3.28	2.46	.20	T,Th												
"	MSY DC	.45	.30	.15	Dly	"	YML AF	2.05	.54	.25		"	IDL BO	3.28	2.46	.20	W,F,Su												
Barranca, MIA AV	.54	.41	.15	Sa,Th	"	YML AF	2.05	.54	.25		"	YML K	3.28	2.46	.20	F													
Berreja, Col.	IDL AV	.64	.48	.15	M,F	"	YML AF	2.05	.54	.25		"	IDL BO	2.55	1.92	.20	W,F,Sa												
"	MIA AV	.39	.29	.15	Dly ex. Th,Sa	"	YML AF	2.05	.54	.25		"	IDL AF	2.56	1.92	.25	M,T,Sa												
"	IDL AV	.49	.37	.15	Dly	"	YML AF	2.05	.54	.25		"	BOS AF	2.55	1.91	.25	F												
"	MSY P	.45	.34	.15	M,F	"	YML AF	2.05	.54	.25		"	CHI AF	2.62	1.93	.25													
"	HOU P	.48	.36	.15	Su,T,Th	"	YML AF	2.05	.54	.25		"	YML AF	2.52	1.89	.25	Dly except M												
"	BRO P	.48	.36	.15	T,Th	"	YML AF	2.05	.54	.25		"	IDL SR	2.56	1.92	.25	Dly												
"	LAX P	.62	.47	.15	M,W,F	"	YML AF	2.05	.54	.25		"	Calgary, Alb., Canada	IDL P	3.28	2.46	.20	T,Th											
"	MIA K	.39	.29	.15	T,W,F,Sa	"	YML AF	2.05	.54	.25		"	MIA P	.54	.41	.15	Dly												
"	YML K	.54	.41	.15	Th	"	YML AF	2.05	.54	.25		"	IDL AV	.64	.48	.15	Dly												
"	IDL K	.49	.37	.15	Su,W,Th,F	"	YML AF	2.05	.54	.25		"	MIA P	.60	.45	.15	Dly ex. Th,Sa												
"	BASANKUSU, B. Congo	IDL S	2.2	1.69	.25	Sa,Su	"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su											
Basel, Switzerland	IDL SR	1.24	.93	.25	Dly except M	"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
"	IDL BO	1.24	.93	.25	Dly	"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
"	BOS BO	1.22	.92	.20	Th,Sa	"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
"	IDL AF	1.24	.93	.25		"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
"	BOS BO	1.22	.92	.25		"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
"	CHI AF	1.30	.99	.25		"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
"	YML K	1.24	.93	.25		"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
Basra, Iraq	IDL P	1.93	1.45	.20	Su,Th,F,T	"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
"	MIA BO	.89	.69	.25	Th,F,T	"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
"	BOS BO	1.03	.75	.25	W,Sa	"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
"	IDL K	1.93	1.46	.20	Th,Sa	"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
"	IDL P	1.96	1.47	.20	Dly	"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
"	PHL TW	1.97	1.47	.25	Su,T,F	"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
"	CHI TW	2.02	1.53	.25	Su,T,F	"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
"	LAX TW	2.03	1.58	.25	Su,T,F	"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
"	IDL SR	1.96	1.47	.25	Dly except M	"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
"	IDL P	1.93	1.45	.20	F	"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
"	BOS P	1.91	1.43	.20	F	"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
Bastia, Corsica	IDL AF	1.28	.96	.20	Su,W	"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
"	BOS AF	1.26	.95	.25	F	"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
"	CHI AF	1.34	1.01	.25		"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
"	YML K	1.24	.93	.25		"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
Bayamo, Cuba	MIA P	.14	.11	.07	Dly	"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
"	IDL AF	1.75	1.32	.25	M,Th	"	YML AF	2.05	.54	.25		"	YML P	.60	.45	.15	M,T,W,F,Su												
"	BOS AF</td																												

**INTERNATIONAL AIR CARGO RATE TABLES—Continued**

RATES (See Note)		RATES (See Note)		RATES (See Note)	
Destination	Airport and Airline	Per Lb. Over 100 Lbs.	Per Lb. Over 100 Lbs.	Per Lb. Over 100 Lbs.	Per Lb. Over 100 Lbs.
Cochabamba, Bolivia	MIA P	1.13	.85	Sa,M,W,Th	
"	MSY P	1.19	.89	20	Sa,M,Th
"	HOU P	1.22	.92	20	Sa,Su,T,W
"	BRO P	1.22	.92	20	Sa,Su,Th
"	LAX P	1.35	1.02	20	M,W
Cologne, Germany	IDL S	1.21	.91	20	Dly
"	IDL BO	1.21	.91	20	Dly
"	BOS BO	1.19	.90	20	Dly
"	IDL AF	1.21	.91	20	
"	BOS AF	1.19	.90	20	
"	CHI AF	1.27	.96	25	
"	YML AF	1.17	.88	25	
" Colombia, Any Destination other than those named herein	MIA AV	.65	.49	.15	M,T,W,F,Su
"	MSY P	.71	.54	.15	Dly except W
"	HOU P	.74	.56	.15	Dly
"	BRO P	.74	.57	.15	Dly except Su
"	LAX P	.88	.66	.20	M,W,F
Colombo, Ceylon	IDL BO	2.58	1.94	.25	Dly
"	BOS BO	2.57	1.93	.25	Th,Sa
"	IDL TW	2.58	1.94	.25	Sa,F
"	CHI TW	2.64	1.99	.25	Sa,F
"	LAX TW	2.82	2.19	.25	Sa,Th
"	PHL TW	2.50	1.96	.25	Sa,F
"	MKC TW	2.70	2.05	.25	Sa,F
"	IDL SR	2.58	1.92	.25	Dly except M
Conakry, Fr. W. Afr.	IDL AF	1.59	1.20	.25	T,Sa
"	BOS AF	1.57	1.18	.25	
"	CHI AF	1.63	1.25	.25	
"	YML AF	1.55	1.16	.25	
Concepcion, Bolivia	MIA P	1.16	.87	.20	M,Th
"	MSY P	1.22	.92	.25	M,Th
"	HOU P	1.25	.94	.25	Sa,W
"	BRO P	1.25	.94	.25	Sa,W
"	LAX P	1.31	1.04	.25	M
Copenhagen, Den.	IDL SS	1.25	.94	.25	Dly
"	IDL S	1.25	.94	.25	Dly
"	IDL SR	1.25	.94	.25	Dly except M
"	IDL K	1.25	.94	.25	Dly
"	YML K	1.24	.93	.20	M,Tu,Th,F
"	BOS P	1.22	.92	.20	Sa,T
"	IDL P	1.24	.93	.20	Sa,T
"	IDL BO	1.25	.94	.25	Dly
"	IDL AF	1.25	.94	.25	
"	BOS AF	1.23	.92	.25	
"	CHI AF	1.30	.99	.25	
"	YML AF	1.21	.91	.20	
Coquihalla, Belgian Congo	IDL S	2.26	1.57	.25	T,F,Sa,Su
Costermansville, Belgian Congo	IDL S	2.09	1.57	.25	Dly
Edinburgh, Scotland	IDL BO	1.04	1.78	.20	Dly
Edmonton, Alberta, Canada	IDL T	2.6	21.10*	.20	Dly
"	CTB W	.07	.0527	.10	Dly
"	MPS W	.22	.16	.10	Dly
"	IDL NW	.40	.30	.10	M,T,F,Su
"	CHI NW	.30	.23	.10	M,T,F,Su
"	MSP NW	.26	.20	.10	M,T,F,Su
Elizabethville, Belgian Congo	IDL S	2.09	1.57	.25	M,Th
"	IDL BO	2.09	1.57	.25	
"	BOS BO	2.07	1.55	.25	
Entebbe, Uganda	IDL BO	2.09	1.57	.25	Dly
"	BOS BO	2.07	1.55	.25	Th,Sa
"	IDL S	2.09	1.57	.25	M,Th
Esmeraldas, Ecuador	MIA P	.67	.36	.15	Th
"	MSY P	.73	.55	.15	Th
"	HOU P	.76	.57	.15	Sa,M,W
"	BRO P	.76	.57	.15	Dly except Su
"	LAX P	.89	.67	.15	W
Cuenca, Ecuador	MIA P	.67	.50	.15	Sa,T,Th,F
"	IDL P	.77	.58	.15	Sa,T,Th,F
"	MSY P	.73	.55	.15	Sa,T,Th
"	HOU P	.76	.57	.15	Sa,M,W
"	BRO P	.76	.57	.15	Dly except Su
"	LAX P	.89	.67	.15	W
Curacao, N.W.I.	IDL P	.40	.31	.15	M,W,Sa
"	MIA P	.30	.22	.15	Sa,W,U,W,F
"	IDL K	.40	.31	.15	Dly
"	MIA K	.30	.23	.15	Dly
"	YML K	.45	.35	.15	T,F
Cruiyba, Brasil	IDL P	1.68	1.08	.20	Dly except M
"	MIA P	1.46	1.46	.20	T,Th,Sa
"	MSY P	1.60	1.60	.20	M,F
"	HOU P	1.83	1.83	.20	T,Th,Sa
"	BRO P	1.75	1.75	.20	T,Th
"	LAX P	2.06	2.06	.20	M,W,F
Dacca, Pakistan	IDL BO	2.56	1.92	.25	Dly
"	BOS BO	2.52	1.89	.25	W,Sa
Dakar, Senegal	IDL AF	1.39	1.04	.20	Sa,Th
F. W. Africa	BOS P	1.37	1.03	.20	Th
"	IDL AF	1.42	1.07	.25	M,T,F,Sa
"	BOS AF	1.40	1.05	.25	F
"	CHI AF	1.48	1.12	.25	
"	YML AF	1.38	1.04	.25	
"	IDL BO	1.42	1.07	.25	
Damascus, Syria	IDL P	1.72	1.29	.25	M,W
"	BOS P	1.70	1.27	.25	M,W
"	IDL AF	1.75	1.32	.25	T
"	BOS AF	1.74	1.30	.25	F
"	CHI AF	1.81	1.37	.25	
"	YML AF	1.71	1.29	.25	
"	IDL BO	1.75	1.32	.25	Dly
"	MIA BO	1.84	1.39	.25	W,Sa
"	BOS BO	1.74	1.30	.25	Th,Sa
"	IDL SS	1.75	1.32	.25	F
"	IDL K	1.72	1.29	.25	Sa,W,Sa
"	IDL SW	1.43	1.10	.20	
Dar-es-Salaam, Tanganyika	IDL S	2.09	1.57	.25	Sa
"	MIA BO	2.15	1.62	.25	W,Sa
"	BOS BO	2.07	1.55	.25	Th,Sa
"	IDL BO	2.08	1.57	.25	Dly
Darwin, Australia	IDL BO	3.16	2.37	.25	Dly
"	BOS P	3.14	2.36	.25	Th,Sa
"	IDL AF	3.16	2.37	.25	
"	BOS AF	3.14	2.36	.25	
"	CHI AF	3.22	2.42	.25	
"	YML AF	3.12	2.34	.25	
Frankfurt-on-Main, Germany	IDL P	2.09	1.57	.25	W,Sa
"	IDL BO	2.09	1.57	.25	Dly
"	IDL K	2.04	1.54	.25	
"	IDL T	1.13	10.60*	.10	Dly
Fort William, Ontario, Can.	IDL AF	2.09	1.57	.25	M
Fortalexa (Ceara), Brazil	IDL P	1.39	1.39	.20	Dly except M
"	MIA P	1.23	1.23	.20	T,Th,Sa
"	MSY P	1.44	1.44	.20	M,F
"	HOU P	1.59	1.59	.20	Sa,T,Th
"	BRO P	1.51	1.51	.20	T,Th
"	LAX P	1.72	1.72	.20	M,W,F
Guayaquil, Ecuador	MIA AV	.65	.46	.15	M,W,F
"	MSY P	.71	.54	.15	Dly ex. Sa,W
"	HOU P	.74	.56	.15	Dly except F
"	BRO P	.74	.56	.15	Dly ex. F,Su
"	LAX P	.87	.59	.15	M,W,F
"	MIA AE	.35	.29	.15	W,I
"	BRO B	.74	.56	.15	M,F,Sa
"	CRP B	.74	.56	.15	M,F,Sa
"	DAL B	.77	.58	.20	M,F,Sa
"	FOW B	.77	.58	.20	M,F,Sa
"	HOU B	.74	.56	.15	M,F,Sa
"	LRD B	.81	.61	.15	M,F,Sa
"	MIA B	.65	.40	.15	M,F,Sa
"	SAT B	.77	.58	.15	M,F,Sa
"	MIA TN	.55	.40	.15	T,F
Halifax, N. S.	BOS T	.07	5.60*	.10	Dly
Hamburg, Germany	IDL S	1.25	.94	.25	T,Th,Sa,W
"	IDL SS	1.25	.94	.25	Dly
"	IDL K	1.24	.93	.25	Dly
"	YML K	1.20	.90	.20	M,T,Th,F
"	BOS P	1.22	.92	.20	W
"	IDL P	1.24	.93	.20	W

**INTERNATIONAL AIR CARGO RATE TABLES—Continued**

INTERNATIONAL AIR CARGO RATE TABLES—Continued																		
Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Destination	Airport and Airline	RATES (See Note)			Depart		
		Per Lb. per 100 Lbs.	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. per 100 Lbs.	Per Lb. (Over 100 Lbs.)	Per \$100 Value			Per Lb. per 100 Lbs.	Per Lb. (Over 100 Lbs.)	Per \$100 Value			
Hamburg (Cont'd.)	IDL AF	1.25	.94	.28	Dly	Honolulu, T.H. (cont'd.)	SEA NW	.71	.57	.15	M,F	Lagos, Nigeria	IDL BO	1.78	.134	.25	Dly	
"	BOS AF	1.23	.92	.25	F	"	GEG NW	.77	.60	.15	M,F	"	MIA BO	1.85	.140	.25	W,Sa	
"	CHI AF	1.30	.99	.25		"	YVR BC <sup>12</sup>	.74	.56	.15	M,Alt,Th&F	"	BOS BO	1.76	.132	.25	Th,Sa	
"	YML AF	1.21	.91	.20		Innsbruck, Austria	IDL SR	1.31	.98	.25	Dly except M	"	IDL AF	1.78	.134	.25	M,Th	
"	IDL SR	1.25	.94	.25	Dly except M	Inongo, Bel. Congo	IDL S	2.30	1.65	.25	Sa	"	BOS AF	1.76	.132	.25	F	
"	IDL SW	.98	.79	.20		Ipiales, Colombia	MIA AV	.65	.49	.15	Dly ex. Th,Sa	"	CHI AF	1.84	.139	.25		
"	IDL BO	1.25	.94	.25	Dly	"	IDL AV	.75	.56	.36	Dly	"	YML AF	1.74	.131	.25		
"	BOS BO	1.23	.92	.25		Ipoh (Malaya)	IDL BO	3.00	2.25	.25		La Guaira, Venez.	MIA K	.40	.30	.15	Dly	
Hamilton, Bermuda	IDL P	.20	.15	.07	Dly	"	IDL S	2.22	1.67	.25	Sa	"	IDL LV	.50	.32	.10	Dly except M	
"	BOS P	.25	.15	.10	Dly	Istanbul, Turkey	IDL K	1.61	1.21	.20	Dly except Sa	"	CHI DC	.50	.33	.15	Dly	
"	YML T	.25C	.19	.08**W		"	YML K	1.57	1.18	.25	M,T,Th,F	"	VIP DC	.52	.35	.15	Dly	
"	YTO T	.28C	.19	.08**W		"	BOS P	1.59	1.19	.20	M,T,Th	"	ELD DC	.51	.34	.15	Dly	
"	LGA C	.20	.10	.11	Dly	"	IDL P	1.61	1.21	.20	M,T,Th	"	EVV DC	.50	.33	.15	Dly	
"	MIA BO	.25	.19	.05	W,Sa	"	IDL LI	1.69	1.27	.25	M	"	FWA DC	.50	.35	.15	Dly	
"	IDL BO	.20	.10	.05	Su,F,Sa	"	IDL AF	1.72	1.29	.25	S,M,T,W	"	GRW DC	.49	.36	.15	Dly	
Hanover, Germany	IDL BO	1.25	.94	.25	Dly	"	BOS AF	1.70	1.29	.25	F	"	HAV DC	.40	.23	.15	Dly	
"	IDL SS	1.25	.94	.25	Dly except Sa	"	CHI AF	1.78	1.34	.25		"	HOT DC	.53	.36	.15	Dly	
"	IDL K	1.24	.93	.25	Dly except Sa	"	YML AF	1.68	1.26	.25		"	HOU DC	.48	.33	.15	Dly	
"	YML K	1.20	.90	.20	M,T,Th,F	"	IDL EL	1.72	1.29	.25	Sw,T,F	"	IND DC	.51	.34	.15	Dly	
"	IDL SR	1.25	.94	.25	Dly except M	"	IDL BO	1.72	1.29	.25	Dly	"	JAN DC	.49	.32	.15	Dly	
"	IDL AF	1.25	.94	.25		"	BOS BO	1.70	1.19	.25	Sa	"	LIT DC	.51	.34	.15	Dly	
"	BOS AF	1.23	.92	.25		"	IDL SS	1.72	1.29	.25	Dly	"	MEM DC	.49	.32	.15	Dly	
"	CHI AF	1.30	.99	.25		"	IDL SR	1.72	1.29	.25	Dly except M	"	MSY DC	.50	.33	.15	Dly	
"	YML AF	1.21	.91	.20		Intepec, Mexico	MIA P	.51	.35	.07	Dly	"	PUK DC	.50	.33	.15	Dly	
Havana, Cuba	MIA P	.08	.06	.07	Dly	Jakarta, Java	IDL BO	2.90	2.24	.25	Dly	"	STL DC	.51	.34	.15	Dly	
"	CHI DC	.20	.17	.05	Dly	"	IDI BO	3.02	2.28	.25	W,Sa	"	SHV DC	.51	.34	.15	Dly	
"	YIP DC	.20	.17	.05	Dly	"	BOS BO	2.97	2.23	.25	Th,Sa	"	HUF DC	.52	.35	.15	Dly	
"	HOU DC	.19	.15	.05	Dly	"	IDL K	2.89	2.16	.33	Su,M,F,Sa	"	TOL DC	.52	.35	.15	Dly	
"	MSY DC	.14	.11	.05	Dly	"	YML K	2.86	2.15	.25	M,F	"	MKC DC	.53	.35	.15	Dly	
"	STL DC	.19	.16	.05	Dly	"	IDL SR	1.97	1.48	.25	Dly except M	"	SGF DC	.52	.35	.15	Dly	
"	IND DC	.19	.16	.05	Dly	Jerusalem, Israel (See Lydda, Israel)	MIA P	.51	.35	.07	Dly	"	KIN DC	.34	.17	.15	Dly	
"	BUJ DC	.19	.15	.05	Dly	Joao Pessoa (Cabedelo)	IDL P	1.47	....	.20	T,Th	La Paz, Bolivia	MIA P	1.07	.80	.20	Dly ex. F,Sa	
"	EVU DC	.19	.15	.05	Dly	Johannesburg	IDL P	1.25	....	.20	T,Th	"	MSY DC	1.13	.85	.20	Su,M,T,Th	
"	FWA DC	.20	.17	.05	Dly	U. of So. Africa	IDL EL	2.09	1.57	.25	Sa,T,F	"	HOU DC	1.16	.87	.20	Dly ex. Th,F	
"	JAN DC	.17	.14	.05	Dly	"	IDL K	2.03	1.52	.33	T,Sa	"	BRD DC	1.18	.97	.20	S,M,T	
"	LIT DC	.17	.14	.05	Dly	"	YML K	1.99	1.49	.27	T	"	LAX DC	1.29	.90	.20	M,F	
"	MEM DC	.17	.14	.05	Dly	"	IDL P	2.03	1.52	.33	Sa,Th	"	DAL DC	1.19	.90	.20	M,F	
"	PEK DC	.19	.15	.05	Dly	"	BOS P	2.01	1.51	.33	Th	"	HOU DC	1.17	.87	.20	M,F	
"	SHV DC	.19	.16	.05	Dly	"	IDL BO	2.09	1.57	.25	Dly	"	BRD DC	1.17	.87	.20	M,F	
"	TOL DC	.20	.17	.05	Dly	"	BOS A	2.15	1.62	.25	W,Sa	"	CRP DC	1.16	.87	.20	M,F	
"	MKC DC	.21	.18	.05	Dly	"	IDL P	2.07	1.55	.25	Th,Sa	"	FTW DC	1.19	.90	.20	M,F	
"	MIA K	.08	.05	.18	Th,Su,W	"	IDL S	2.09	1.57	.25	W	"	LRD DC	1.23	.92	.20	M,F	
"	MIA EA	.08	.05	.18	Th,Su,W	"	IDL SR	2.09	1.57	.25	Dly except M	"	MIA BO	1.07	.90	.20	M,F	
"	LGA EA <sup>10</sup>	.124	.09	.18	Dly	Jos. Nigera	IDL BO	1.78	1.34	.25	Dly	"	SAT DC	1.19	.90	.20	M,F	
"	MSY NF	.14	.11	.05	Dly	"	IDL BO	2.09	1.57	.25	Dly	Leopoldville, Belgian Congo	LGA P	2.03	.52	.33	Su,Th	
"	MIA NF	.08	.05	.18	Dly	"	BOS P	2.05	1.55	.25	W,Sa	"	BOS P	2.01	.51	.33	Th	
"	TPA NF	.09	.07	.05	Dly	"	IDL BO	2.07	1.55	.25	Th,Sa	"	IDL S	2.00	.51	.25	Dly	
"	DCA NF	.17	.14	.05	Dly	"	IDL K	2.03	1.52	.25	Th,Su	"	IDL BO	2.09	.57	.25		
"	IDL NF	.19	.14	.05	Dly	"	IDL S	2.09	1.57	.25	W	"	VOB OS	2.07	.55	.25		
"	BAL NF	.17	.14	.05	Dly	"	IDL SR	2.09	1.57	.25	Dly except M	"	IDL K	2.03	.52	.25	T,Sa	
"	CHS NF	.15	.12	.05	Dly	Aden Colony	IDL P	1.47	....	.20	T,Th	"	IDL SR	2.09	1.57	.25	Dly except M	
"	JAX NF	.12	.09	.05	Dly	Kamina	IDL S	2.22	1.67	.25	F,Sa	Jerusalem, Israel (See Lydda, Israel)	YML K	1.30	.98	.20	F	
"	MOB NF	.14	.10	.05	Dly	Kaduna, Nigeria	IDL BO	1.78	1.34	.25	Dly	"	IDL BO	1.34	1.01	.20	Dly except W	
"	ORF NF	.16	.13	.05	Dly	Kano, Nigeria	IDL BO	1.78	1.34	.25	Dly	"	IDL SR	1.35	1.01	.25	Dly except M	
"	SAV NF	.13	.10	.05	Dly	B.W.A.	IDL BO	1.71	1.28	.25	Th,Sa	Lima, Peru	MIA P	.87	.65	.20	Dly	
"	EWR NF	.19	.14	.05	Dly	"	SFO P	2.21	1.66	.20	M,W	"	MSY DC	.93	.70	.20	Dly except W	
"	PHL NF	.18	.14	.05	Dly	"	IDL AF	2.34	1.75	.25	T,Sa	"	HOU DC	.96	.72	.20	Dly	
"	BRO B	.21	.19	.05	M,F	"	IDL SS	2.34	1.75	.25	M,T,Th,F	"	CRP DC	.97	.70	.20	Dly	
"	CRP B	.20	.17	.05	M,F	"	IDL K	2.27	1.71	.25	Dly	"	FTW DC	1.19	.90	.20	M,F	
"	DAL B	.19	.16	.05	M,F	"	IDL P	2.01	1.51	.33	Sa	"	LRD DC	1.23	.92	.20	M,F	
"	FTW B	.19	.16	.05	M,F	"	IDL BO	1.78	1.34	.25	Dly	"	MIA BO	1.07	.90	.20	M,F	
"	HOU B	.19	.15	.05	M,F	"	BOS P	2.15	1.62	.25	W,Sa	"	SAT DC	1.19	.90	.20	M,F	
"	LRD B	.24	.20	.05	M,F	"	IDL AF	2.07	1.52	.25	Th,Sa	"	IDL BO	1.19	.87	.20	M,F	
"	SAT B	.20	.17	.05	M,F	"	IDL K	1.74	1.31	.25	T	"	VOB OS	2.07	.55	.25	Dly	
"	MIA BO	.20	.12	.05	Dly	"	YML AF	2.30	1.72	.25	Dly	"	IDL K	2.09	1.57	.25	Dly	
"	IDL AL	.18	.14	.05	Dly	"	IDL P	2.27	1.71	.25	M,T,Th	"	IDL DC	1.29	.90	.20	M,F	
"	IDL BO	.18	.14	.05	W,Sa	"	BOS P	2.25	1.69	.20	M,T,Th	"	YML DC	1.35	1.01	.25	Dly	
"	PIE AS	.07	.06	.05	W,Sa	"	IDL BO	2.20	1.66	.20	M,T,Th	"	IDL SR	2.20	1.65	.25	T,Sa	
Helsinki, Finland	IDL SS	1.36	1.02	.25	Dly	"	SFO P	2.21	1.66	.20	M,W	"	Lima, Austria	YML K	1.30	.98	.20	F
"	BOS P	1.34	1.01	.20	Su,T	"	IDL AF	2.34	1.75	.25	M,T,Th,F	"	IDL BO	1.34	1.01	.20	Dly	
"	IDL P	1.36	1.02	.20	Su,T	"	IDL SS	2.22	1.74	.25	Th,Sa	"	IDL SR	1.35	1.01	.25	Dly except M	
"	IDL SR	1.36	1.02	.25	Dly except M	"	BOS P	2.02	1.52	.25	Th,Sa	Lisbon, Portugal	IDL S	2.20	1.65	.25	T,Sa	
"	IDL BO	1.36	1.02	.25		"	IDL BO	2.04	1.53	.25	Dly	"	IDL P	1.12	.84	.20	Th,Su	
"	BOS BO	1.35	1.01	.25		"	BOS P	2.02	1.52	.25	Th,Sa	"	IDL S	1.12	.84	.20	W,Sa	
Hermosillo, Mexico	LAX P	.18	.14	.07	Dly	"	IDL BO	2.02	1.52	.25	Th,Sa	"	IDL BO	1.12	.84	.20	Dly	
"	PDX P	.24	1.87	.20	M,F,Sa	"	IDL AF	2.39	1.81	.25	Dly	"	BOS BO	1.10	.83	.20	Th,Sa	
"	SEA P	.24	1.87	.20	M,F,Sa	"	IDL SS	2.25	1.76	.25	Th,Sa	"	IDL DC	1.12	.84	.20	Dly	
"	LAX P	.24	1.87	.20	M,W	"	IDL K	2.15	1.61	.25	T	"	YML DC	1.08	.81	.20	Dly	
"	SFO P	.24	1.87	.20	M,F	"	IDL P	.85	.64	.25	W	"	IDL SS	1.12	.84	.24	Tb,Su	
"	IDL BO	2.30	2.40	.20	Dly	"	IDL BO	3.00	2.23	.25	Sa	"	IDL DC	1.12	.84	.24	Tb,Su	
"	BOS BO	3.18	2.40	.20	Dly	"	IDL BO	2.30	1.74	.25	F	"	IDL DC	1.12	.84	.24	Tb,Su	
"	IDL AF	3.20	2.40	.25	Sa	"	IDL BO	2.02	1.52	.25	T	"	IDL DC	1.12	.84	.24	Tb,Su	
"	BOS AF	3.18	2.39	.25	F	"	IDL P	2.20	1.65	.25	Dly	"	IDL DC	1.12	.84	.24	Tb,Su	
"	CHI AF	3.26	2.45	.25		"	IDL BO	2.11	1.59	.25	Th,Sa	"	IDL DC	1.12	.84	.24	Tb,Su	
"	YML AF	3.16	2.37	.25		"	IDL BO	2.19	1.64	.25	M,W,Th	"	IDL DC	1.12	.84	.24	Tb,Su	
Honolulu, T. H.	LAX P	.71	.57	.15	Dly	"	MIA P	.20	.15</									

**INTERNATIONAL AIR CARGO RATE TABLES—Continued**

Destination	Airport and Airline	RATES (See Note)				Depart					RATES (See Note)								RATES (See Note)				Depart			
		Per Lb. der 100 Lbs.		Per Lb. (Over 100 Lbs.)							Per Lb. der 100 Lbs.		Per Lb. (Over 100 Lbs.)						Per Lb. der 100 Lbs.		Per Lb. (Over 100 Lbs.)					
		Per Lb. der 100 Lbs.	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per Lb. der 100 Lbs.	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per Lb. der 100 Lbs.	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per Lb. der 100 Lbs.	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per Lb. der 100 Lbs.	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per Lb. der 100 Lbs.	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per Lb. der 100 Lbs.	Per Lb. (Over 100 Lbs.)	Per \$100 Value				
London, (cont'd)	IDL EL	1.10	.83	.20	Su,T,F						MIA P	.14	.09	.07	Dly					IDL P	1.50	1.13	.20	Dly except M		
"	IDL S	1.10	.83	.20	Dly						MIA P	.40	.30	.15	Dly					IDL P	1.43	1.08	.20	T,Th,Sa		
"	IDL SW	.87	.70	.20							MIA P	.50	.38	.15	Dly					MSY P	1.50	1.13	.20	M,F		
"	IDL BO	1.10	.83	.20	Dly						HOU P	.45	.34	.15	Dly except W					HOU P	1.53	1.15	.20	Su,T,Th		
"	MIA BO	1.22	.93	.20	Dly						BRO P	.48	.36	.15	Dly except Su					BRO P	1.53	1.15	.20	T,Th		
"	BOS BO	1.08	.86	.20	Th,Sa						LAX P	.62	.47	.15	M,W,F					LAX P	1.67	1.25	.20	M,W,F		
"	IDL SS	1.10	.83	.20	Dly						IDL K	.50	.38	.15	Dly					IDL K	1.25	.20				
"	IDL SR	1.10	.83	.20	Su,W,F,Sa						MIA K	.40	.30	.07	Dly					MIA K	.40	.30	.07			
"	IDL AF	1.10	.83	.20	Dly						YML K	.55	.42	.22	Th					YML K	.55	.42	.22			
"	BOS AF	1.08	.81	.20	F																					
"	CHI AF	1.16	.88	.20																						
"	YML AF	1.06	.80	.20																						
"	IDL K	1.10	.83	.20	Dly																					
"	YML K	1.06	.79	.20	M,T,Th,F																					
"	YML T	1.06	.80	.20	20*Dly																					
London, Ont., Canada	IDL T	.06	5.40*	.10	Dly																					
Lourenco Marques, (Mozambique)	IDL BO	2.09	1.57	.25	Dly																					
Luanda, Bel. Congo	IDL S	2.23	1.67	.25	Th																					
Luica, Sweden	IDL SS	1.37	1.02	.25	M																					
Luluabourg, Belgian Congo	IDL S	2.29	1.72	.25	T,W,Th																					
Lusaka, Northern Rhodesia	IDL BO	2.09	1.57	.25	Dly																					
"	MIA BO	2.15	1.62	.25	W,Sa																					
Luxemburg	IDL S	1.21	.91	.20	T,F,Su,Th																					
Lydda, Israel (See Tel Aviv)																										
Maceio, Brasil	IDL P	1.52	1.52	.20	W,F																					
"	MIA P	1.26	1.26	.20	T,Th																					
"	MSY P	1.51	1.51	.20	Su,T,Th																					
"	HOU P	1.64	1.64	.20	Su,T,Th																					
"	BRO P	1.56	1.56	.20	T,Th																					
"	LAX P	1.86	1.88	.20	M,W,F																					
Madras, India	IDL BO	2.56	1.92	.25	Dly																					
"	IDL SR	2.56	1.92	.25	Dly except M																					
Madrid, Spain	IDL BO	1.23	.92	.20	Dly																					
"	MIA BO	1.34	1.02	.20	W,Sa																					
"	BOS BO	1.21	.91	.20	Th,Sa																					
"	IDL AF	1.23	.92	.25	T,Th,F,Su																					
"	BOS AF	1.21	.91	.20	F																					
Madras, India	IDL P	2.56	1.92	.25	Dly																					
"	IDL SR	2.56	1.92	.25	Dly except M																					
Madrid, Spain	IDL BO	1.23	.92	.20	Dly																					
"	MIA BO	1.34	1.02	.20	W,Sa																					
"	BOS BO	1.21	.91	.20	Th,Sa																					
"	IDL AF	1.23	.92	.25	T,Th,F,Su																					
"	BOS AF	1.21	.91	.20	F																					
Malda, India	IDL P	2.56	1.92	.25	Dly																					
"	IDL SR	2.56	1.92	.25	Dly except M																					
Malta	IDL BO	1.43	1.07	.25	Dly																					
"	MIA BO	1.55	1.18	.20	W,Sa																					
"	BOS BO	1.41	1.06	.20	Th,Sa																					
Managua, Nicaragua	MIA P	.50	.37	.20	M,T,F																					
"	MSY P	.44	.33	.15	Su,Sa,T,Th																					
"	HOU P	.41	.31	.15	Dly																					
"	BRO P	.39	.29	.15	Dly except Su																					
"	MSY TA	.44	.24	.15	Dly except M																					
"	MEX TA	.25	.16	.15	M,T,F																					
"	MIA TN	.30	.19	.15	M,T,F																					
Manaus, Brazil	IDL P	1.44	1.44	.20	Su,W,F																					
"	MIA P	1.24	1.24	.20	Th,Sa																					
"	MSY P	1.48	1.48	.20	Th																					
"	HOU P	1.62	1.62	.20	T,Th																					
"	BRO P	1.54	1.54	.20	T,Th																					
"	LAX P	1.79	1.79	.20	W,F																					
Manchester, England	IDL SS	1.07	.80	.20	S,T,Th																					
"	IDL AF	1.07	.80	.20	S,T,Th																					
"	IDL SR	1.07	.74	.20	Dly except M																					
"	IDL BO	1.07	.80	.25	Dly																					
"	BOS BO	1.05	.74	.25	Dly																					
Manila, Philippines	LAX P	2.49	1.87	.20	Su,T,Th																					
"	SFO P	2.49	1.87	.20	M,F																					
"	PDX P	2.49	1.87	.20	M,F																					
"	SEA P	2.49	1.87	.20	M,F																					
"	IDL P	2.74	2.05	.20	Su,Th																					
"	BOS P	2.74	2.05	.20	Su,Th																					
"	CHI NW	2.65	2.01	.20	Su,T,Th																					
"	CLE NW	2.70	2.0																							

## INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)										RATES (See Note)										RATES (See Note)									
Destination	Airport and Airline	Per Lb. U.S. der 100 Lbs.	Per Lb. (Over 100 Lbs.)	Depart	Destination	Airport and Airline	Per Lb. U.S. der 100 Lbs.	Per Lb. (Over 100 Lbs.)	Depart	Destination	Airport and Airline	Per Lb. U.S. der 100 Lbs.	Per Lb. (Over 100 Lbs.)	Depart															
		Per Lb. Value	Per \$100 Value				Per Lb. Value	Per \$100 Value				Per Lb. Value	Per \$100 Value																
Oruro, Bolivia.....	MIA P	1.10	.83	.20	Su,M,W					Port Alegre, Brazil.....	IDL P	1.52	1.14	.20	Su,W,F					St. Johns, N. F....	BOS T	.15	12.30*	.10	Dly				
"	MSY P	1.16	.87	.20	Su,M					"	MIA P	1.42	1.07	.20	Tb					St. Kitts, B.W.I....	IDL BO	.36	27	.05	Dly				
"	HOU P	1.19	.89	.20	Su,Su,T					"	MSY P	1.69	1.41	.20	T					"	IDL K	.37	26	.05	Sa				
"	BRO P	1.19	.89	.20	Sa,Su					"	HOU P	1.88	1.11	.20	T					St. Lucia, Windward Is.	IDL BO	.40	30	.15	Dly				
"	LAX P	1.32	.99	.20	M,W					"	BRO P	1.08	1.03	.20	T					St. Thomas, Virgin Is. (U. S.)	IDL P	.26	21	.15	Su,W				
Oalo, Norway.....	IDL SS	1.25	.94	.25	Dly					"	MSY P	1.25	1.25	.25	W,F,Su					Salisbury, So. Rhod.	IDL BO	2.09	1.57	.25	Dly				
"	IDL S	1.25	.94	.25	M,W,Th,F,Sa					"	IDL K	1.31	.98	.20	M,T,Th					Salta, Argentina....	MIA P	1.24	93	.20	Sa				
"	IDL AF	1.25	.94	.25	F					"	IDL K	1.27	.95	.20	T,Th					"	MSY P	1.30	98	.20	Sa				
"	BOS AF	1.23	.92	.25	Su,T,Th					"	IDL SR	1.35	1.02	.25	Dly except M					"	HOU P	1.33	1.00	.20	F				
"	CHI AF	1.30	.99	.25	Su					"	IDL BO	1.35	1.02	.20	Dly					Salzburg, Austria.	IDL K	1.32	99	.20	M,Th,Sa				
"	YML AF	1.21	.94	.25	Su					"	IDL BO	1.35	1.02	.20	Dly					"	IDL S	1.33	1.00	.25	Dly except M				
"	IDL K	1.24	.93	.20	M,W,Th,F,Sa					"	IDL SR	1.33	1.00	.25	Dly except M					San Ignacia de Velasco, Bolivia	MIA P	1.16	87	.20	M,Th				
"	YML K	1.20	.90	.20	M,Th,F					"	MSY P	1.22	.92	.25	M,Th					"	MSY P	1.24	92	.25	Su,W				
"	BOS P	1.22	.92	.20	F					"	HOU P	1.33	1.00	.20	F					San Jose, Bolivia....	MIA P	1.16	63	.20	M,Th				
"	IDL P	1.24	.93	.20	F					"	MSY P	1.22	.70	.25	M,Th					"	MSY P	1.22	.70	.25	M,Th				
"	IDL BO	1.25	.94	.25	Dly					"	HOU P	1.02	.76	.20	Th,Sa					San Jose, Costa Rica	MIA P	.22	.19	.15	M,F				
Ottawa, Ont., Canada.....	LGA C	.07	.06	...	Dly					"	MIA LA	.48	.24	.15	M,W,F					"	MSY P	.45	.34	.15	Sa,Su,T,Th				
Canada	IDL T	.07	5.10*	.10	Dly					"	HOU P	.47	.29	.15	Dly					"	BRO P	.45	.34	.15	Dly except Su				
Palembang, N.E.L.....	IDL BO	2.96	2.22	.25	Dly					"	LAX P	.61	.46	.15	M,W,F					"	MSY TA	.45	.26	.15	Dly except Su				
"	IDL K	2.79	2.09	.25	Dly					"	IDL BO	2.74	2.06	.20	Th					"	MEX TA	.31	.20	.15	Dly except Su				
"	BOS BO	2.94	2.20	.25	Th,Sa					"	PDX	2.50	1.88	.20	Th					"	MIA K	.51	.25	.15	W,F,Sa				
"	YML K	2.83	2.12	.25	T,F,Sa					"	IDL P	.22	.18	Three Dly						"	IDL P	.22	.18	.05	Three Dly				
Palermo, Italy.....	IDL LI	1.47	1.11	.25	Dly					"	MSY P	.70	.53	.15	Dly ex. W,Sa					San Juan, Puerto Rico	MIA P	.15	.12	.05	Twice Dly				
Panama City, Pan.....	MIA P	.39	.29	.15	Dly					"	IDL P	.73	.55	.15	Dly except F					"	MIA R	.12	.10	...	Dly				
"	MSY P	.45	.34	.15	Dly except W					"	BRO P	.73	.55	.15	Dly ex. Su,F					"	LGA R	.20	.17	...	Dly				
"	HOU P	.48	.36	.15	Dly					"	IDL AV	.74	.56	.15	M,W,F					"	CHI DC	.32	.25	.05	M,W,F,Sa				
"	LAX P	.61	.46	.15	M,W,F					"	IDL K	2.65	1.99	.25	M,Sa,T					"	YIP DC	.31	.24	.15	M,W,F,Sa				
"	CHI P	.48	.36	.15	Dly except Su					"	IDL SR	2.73	2.05	.25	Dly except M					"	MEM DC	.26	.21	.15	Sa				
"	CRP B	.48	.37	.15	Dly except W					"	MSY P	2.68	2.01	.20	Th					"	CHI E	.29	.24	.15	Dly				
"	DAL P	.51	.37	.15	Dly except W					"	IDL P	2.70	2.02	.20	Th					"	YIP E	.27	.23	.15	Dly				
"	MIA K	.39	.29	.15	T,W,F,Sa					"	MSY P	2.50	1.88	.20	Th					"	IDL E	.22	.18	.15	3 Dly				
"	PIE AS	.30	.19	.10	Su,W					"	IDL BO	2.71	2.04	.25	Th,Sa					"	MIA E	.15	.12	.15	Dly				
"	BRO P	.48	.36	.15	Dly except Su					"	IDL K	2.73	2.05	.25	Sa					"	ELP L	.16	.13	.25	Dly				
"	FTW B	.48	.37	.15	Dly except W					"	IDL SR	2.73	2.05	.25	Dly except M					"	San Luis Potosi, S.L.P., Mexico	MIA TN	.20	.15	...	M,Th			
"	LRD B	.51	.39	.15	Dly except W					"	MSY P	2.70	2.02	.20	Th					"	San Pedro Sula, Hond.	MIA P	.36	.27	.15	M,F			
"	MIA B	.39	.30	.15	Dly except W					"	IDL P	2.73	2.05	.25	Dly					"	San Salvador, El Salvador	MIA P	.39	.29	.15	Sa,Su,T,Th			
"	SAT B	.51	.39	.15	Dly except W					"	MSY P	2.70	2.02	.20	Th					"	MSY P	1.21	.69	.20	Su,M,Th				
Pantelleria, Italy.....	IDL LI	1.50	1.13	.25	W					"	IDL P	2.73	2.05	.25	Dly					"	HOU P	.36	.27	.15	Dly				
Paramaribo, Surinam.....	IDL P	.64	.48	.15	F					"	MSY P	2.50	1.88	.20	Th					"	BRO P	.34	.26	.15	Dly except Su				
"	MSY P	.67	.43	.15	T					"	IDL P	2.73	2.05	.25	Dly					"	LAX P	.50	.38	.15	M,W,F				
"	HOU P	.67	.50	.15	T					"	MSY P	2.64	1.98	.20	Th					"	MSY TA	.39	.28	.15	Dly				
"	BRO P	.67	.50	.15	T					"	IDL P	2.74	2.06	.20	Th					"	PIE AS	.25	.16	.15	Dly				
"	LAX P	.81	.61	.20	W					"	IDL P	2.74	2.06	.20	Th					"	MIA TN	.25	.17	.15	M,Th				
"	IDL K	.64	.30	.15	M,T,F					"	MSY P	2.50	1.88	.20	Th					"	MSY P	.13	.09	.05	Dly				
"	MIA K	.57	.43	.15	M,T,F					"	IDL P	2.73	2.05	.25	Dly					"	MSY P	1.21	.63	.20	Dly ex. Sa,T,F				
Paris, France.....	IDL S	1.17	.88	.20	Dly					"	MSY P	2.86	2.15	.25	W,F					"	IDL AV	.86	.65	.20	Su,M,Th,F				
"	IDL EL	1.17	.88	.20	Su,T,F					"	IDL P	2.84	2.13	.25	F					"	MSY P	.84	.64	.20	M,T,B,F				
"	IDL SS	1.17	.88	.20	Dly					"	MSY P	2.82	2.12	.25	...					"	IDL TW	.87	.65	.20	Su,T,F				
"	IDL SR	1.17	.88	.20	Dly except M					"	MSY P	2.82	2.12	.25	...					"	CHI TW	.92	.70	.20	Su,T,F				
"	IDL AF	1.17	.88	.20	Dly					"	MSY P	2.82	2.12	.25	...					"	MKC TW	.98	.76	.20	Su,T,F				
"	BOS AF	1.15	.86	.20	F					"	MSY P	1.70	1.27	.20	W,F					"	LAX TW	1.13	.91	.20	M,F,E,Sa				
"	CHI AF	1.23	.93	.25	W					"	IDL P	1.32	1.00	.25	Su,T,Th,Sa					"	Santa Clara Cuba	MIA P	.13	.09	.05	Dly			
"	PHL TW	1.23	.93	.25	Wkly					"	MSY P	1.70	1.27	.25	F					"	Santa Cruz, Bolivia	MIA P	1.16	.63	.20	Dly ex. Sa,T,F			
"	MKC TW	1.29	.99	.25	Wkly					"	IDL P	1.32	1.00	.25	M,Th					"	Santiago, Chile	MIA P	1.30	.98	.20	Dly			
"	YML K	1.12	.84	.20	M,T,Th,F					"	MSY P	1.68	1.26	.25	...					"	MSY P	1.37	.93	.20	Dly ex. M,Th,F				
"	IDL TW	1.17	.88	.20	Wkly					"	IDL P	1.32	1.00	.25	Su,T,Th					"	HOU P	1.40	.10	.20	Dly				
"	BOS TW	1.15	.86	.20	M,F					"	MSY P	1.68	1.26	.25	...					"	BRO P	1.40	.10	.20	Su,Th,Sa				
"	CHI TW	1.23	.93	.25	W					"	IDL P	1.32	1.00	.25	W,F					"	LAX P	1.37	.91	.20	M,Th				
"	IDL P	1.17	.88	.20	Dly					"	MSY P	1.68	1.26	.25	...					"	Santa Marta, Colombia	MIA AV	.46	.34	.15	Su,M,W,Th			
"	MSY P	.12	.10	.05	Dly					"	IDL P	1.32	1.00	.25	W,F					"	Santiago, Chile	MIA P	1.30	.98	.20	Dly			
"	ELP L	.10	.08	.05	Dly					"	MSY P	1.29	1.07	.25	F					"	MSY P	1.37	.93	.20	Dly ex. M,Th,F				
"	Porraine, Colombia.....	IDL AV	.64	.48	.15	Dly				"	IDL P	1.39	1.05	.25	W,F					"	HOU P	1.40	.10	.20	Dly				
"	MIA AV	.54	.41	.15	Dly ex. Sa,T					"	IDL P	1.39	1.04	.25	Dly					"	BRO P	1.40	.10	.20	Su,Th,Sa				
"	IDL TW	1.08	.86	.20	...					"	IDL P	1.39	1.03	.25	Th,Sa					"	LAX P	1.53	1.15	.20	M,Th				
"	MSY P	.12	.10	.05	Dly					"	IDL P	1.39	1.03	.25	Su,Th	</td													

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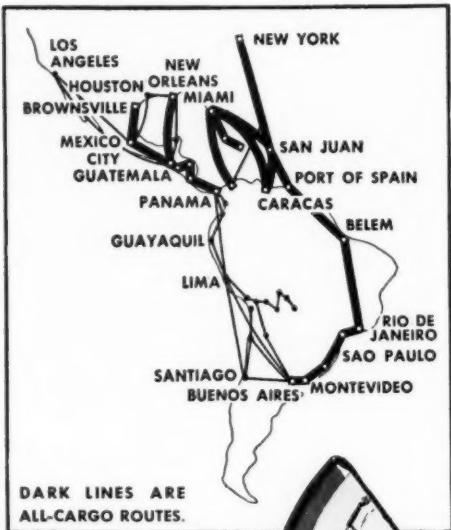
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